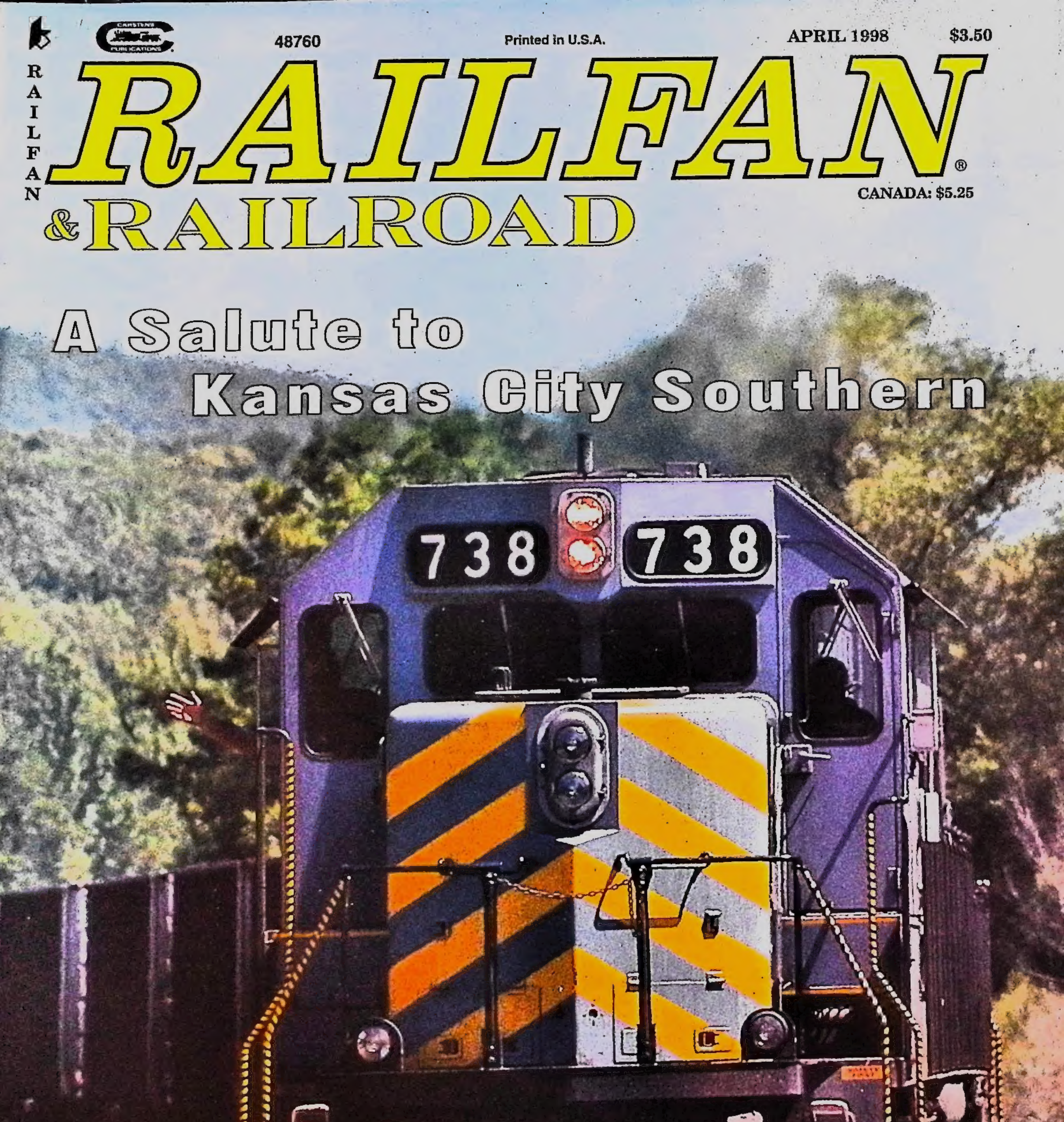
48760 Printed in U.S.A. APRIL 1998 $3.50

RAILFAN

RAILFAN® & RAILROAD

CANADA: $5.25

A Salute to Kansas City Southern



BARTON JENNINGS

0 71896 48760 2 04

Belt Lines: EJ&E - IHB - B&OCT

NEW VIDEOS !

- ♦ Mainline action on the Elgin Joliet & Eastern, Indiana Harbor Belt and the ex Baltimore & Ohio Chicago Terminal (now CSX).
- ♦ See over 70 trains from: EJ&E, IHB, CSX, UP, C&NW, CP Rail, Conrail, Wisconsin Central, BN, ATSF, CN, GTW, SP, Norfolk Southern, Chicago Short Line, Amtrak and more.
- ♦ Locations include Rondout crossing, Leithton, Hawthorne Hills, West Chicago crossing, Eola crossing, Aurora, Walker junction, Plainfield, Des Plaines River crossing, Joliet, Griffith crossing, Van Loon crossing, Gary, Whiting, Hammond crossing, State Line crossing (ILL/IND), Blue Island junction, Argo crossing, McCook, LaGrange, Franklin Park and more.

A look at the mainline action on some of the Chicago area and northwest Indiana belt lines. This program focuses on some of the mainline action on the Elgin Joliet & Eastern (EJ&E), Indiana Harbor Belt (IHB) and CSX's ex Baltimore & Ohio Chicago Terminal (B&OCT). The EJ&E is the outermost Belt line around the Chicago area and crosses every major railroad coming into Chicago! The IHB and ex B&OCT intersect with most of the major railroads closer to and in Chicago. The EJ&E and IHB are heavy steel haulers as well as providers of transfer service among the other railroads. Many of the major roads run road trains and transfers on these belt lines and we capture the action. In addition we capture several EJ&E and IHB trains with their well-maintained classic EMD power and cabooses! There are seven active tower junctions shown in this program! Video captured from 1995 through late 1997.

Belt Lines: EJ&E - IHB - B&OCT
MVP# 571 90 minutes **$ 29.00**

Note: We have a complete NEW series of tapes covering the Belt Railway of Chicago (BRC)! Write, call or check out our ads in the October, November or December TRAINS magazine.

BNSF
Burlington Lines- Volume 3

BN lines from Chicago through Burlington Iowa. Locations include: Belt Railway of Chicago, Lisle, East Eola, EJ&E crossing, West Eola, Naperville station, West Naperville, Montgomery, Galesburg, Saluda, Mississippi River crossing including the turning bridge , West Burlington and more. Lots of new C44-9Ws in the Great Northern inspired paint scheme. No duplications with other BN, ATSF or BNSF tapes. All new for 1997. Lots of new trains and new symbols. Over 70 trains, including locals and road trains running to the Pacific Northwest.
MVP#273 ..... 90 Minutes $29.00

Canadian National & Grand Trunk Western - *Volume 1*

Look at C N including the ex-GTW at locations in Minnesota, Wisconsin, Illinois and Indiana running on BNSF, BRC, IHB, Conrail and GTW tracks. Video shot from 1994 through late 1997. Locations include: Minneapolis, St. Croix River crossing, Savanna, Rock River crossing, Shabonna, Sugar Grove, Eola, Naperville, Lisle, Downers Grove, LaGrange, Belt Railway of Chicago, Blue Island junction, Griffith crossing, Spriggsboro crossings, South Bend and more. Great motive power variety with CN, GT, DW&P, CV. Over 60 trains.
MVP# 801 ..... 90 minutes $29.00

Southern Pacific- East 1997

A look at post-merger SP trains in Illinois and Indiana. See over 50 trains on the SP Chicago to St. Louis (SPCSL) route and on BNSF, EJ&E, GTW and Belt Railway of Chicago tracks. Locations include Wilmington, Dwight, Odell, Pontiac, Chenoa, Bloomington, Lincoln, Springfield, Aurora, Galesburg, Galva, Neponset, Naperville, Eola, Bedford Park, Chicago, Griffith and more. UP and C&NW power appears, but the SP, D&RGW and SSW power still dominates. No duplications with any other SP/UP tapes. See great merger consists and motive power variety!
MVP# 171 ..... 60 minutes $24.00

MV Productions

~ Other videos of BRC, NS, Conrail, SP, BNSF, UP, C&NW, WC ~ Quality color edited on professional format equipment - Live Stereo - Narration ~ Add $5.00 S/H per order in USA. Illinois residents add 6.75% sales tax. Available in VHS only. Send check or money order to:

P. O. Box 6533 Aurora, IL 60598

To order by charge, call toll free: 888-836-7755

Write for a free catalog listing.

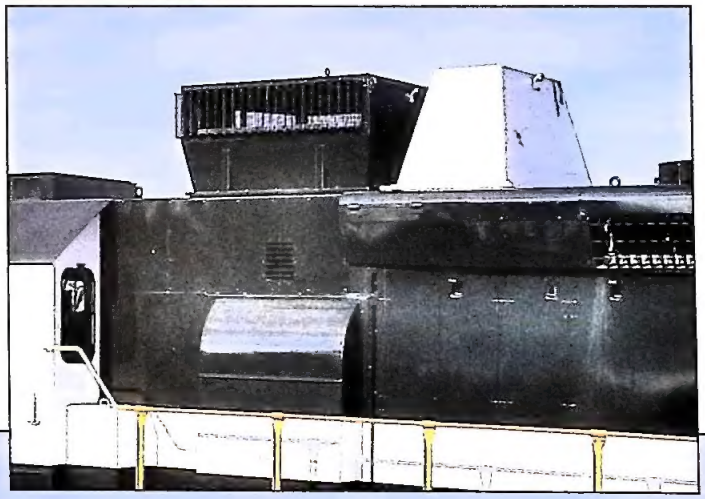
SAVE $ 10 ! BUY ANY TWO TAPES FOR $ 48 !

Midwest Video Productions

KODACHROME: JAMES DuBOSE

ILLINOIS & MIDLAND RS1325 No. 30 was at Springfield, Illinois, on December 15, 1997, after undergoing a complete overhaul. This the first Chicago & Illinois Midland unit to be fully repainted into I&M colors and it is also the first time this unit has worn anything other than C&IM green. Its sister unit, No.31, caught fire on the night of December 8th and sustained electrical cabinet damage. No.31 is to be repaired (not overhauled as of yet) and is scheduled to join No.30 as soon as possible. Note the lighter orange on the SW by the shop.

BELOW AND BOTTOM KODACHROMES: IAN PLATT



AN EMD SDL50 BOUND FOR SAUDI ARABIA was at GM in London, Ontario, (**below**) on November 20, 1997. No.3521 is one of a six-unit order of the unique model destined for the deserts of the Middle East. Note the extra large air filter (**right**) for keeping sand out and the combinations of numbers in two different languages on the sides of the cab and number boards.

HAROLD H. CARSTENS
publisher

E. STEVEN BARRY
managing editor

CHRISTOPHER R. KIMLER/associate editor
MAUREEN FRAZER/editorial secretary
LISA VAN SWERINGEN/editorial secretary
GEORGE M. SMERK/traction columnist
JAMES D. PORTERFIELD/menu columnist
JOE L. DIAZ/traction publications columnist
CURTIS L. KATZ/cartoonist
JOHN A. EARLEY/director of advertising
PIETER UPTEGROVE/advertising sales manager
LARRY DEITCH/advertising production manager
PHYLLIS M. CARSTENS/assistant to the publisher
DOUGLAS BAILEY/internet services
WALTER C. LANKENAU/cartographer

JAMES A. BOYD/editor emeritus

Circulation Manager: Henry R. Carstens. **Circulation:** Joanne Schmidt
Advertising Production: Mary Ann Lengle, Tammy Havens. **Receptionist:** Michele Welsh
Reader Service: Lynn Thomas. **Dealer Service:** Cathy Streeter. **Shipping:** John Loux.

VISIT US ON THE WORLD WIDE WEB: WWW.RAILFAN.COM

From the Publisher's desk: What is a *Skeena*?

I was excited as I shot a few precious scenes of movie footage of the original RDC-1 demonstrator on the Susquehanna leading to the purchase of four units to replace the ACF railcars. And I rode Budd cars on the Susquehanna, Jersey Central, Boston & Maine, New York Central, New Haven and other roads. Most of my Budd trips were short except for the 94-mile RDC-2 run from Jackson to Grand Rapids. On the return, the Budd car was coupled to the rear of my New York bound train and porters assisted in moving luggage to my roomette. At Detroit the RDC car was uncoupled. As the RDC cars approach their fiftieth birthday, most have been removed from service although some have been restored. Susquehanna M-1 was recently restored by the NYS&WT&H group and was put to use on a Santa Claus train this past winter. Engineer of the train was Morristown & Erie Railroad prexy Ben Friedland, who was also the first railroad president to visit our offices. The D&RGW *Baby Zephyr* RDC is long gone but Budd cars survive on VIA, Alaska and a few other roads including BC Rail.

To get from Vancouver to Prince George, 462 miles north, on our recent Alaska rail tour, we rode the BC Rail *Caribou Prospector.* The four car train consisted of two RDC-1s and two RDC-2 cars. The timetable lists a number of flag stops enroute. 157 miles out of North Vancouver we stopped at Lillooet where we disconnected two of the cars. Service from Lillooet to Prince George is three times weekly.

The blue nosed Budd units handled the grades easily and the cars are well maintained. However, rumors persist that the RDCs are nearing the end of their useful lives. It's fun to speculate what options BC Rail might have in trying to replace them. The scenery on this route, once known as the Pacific Great Eastern, is spectacular and it is fun watching the train scoot up the wide curved grades to pass a northbound freight. Our train left North Vancouver at 7 a.m. and arrived in Prince Rupert at 10:30 p.m. A waiting charter bus then whizzed us to the nearby Ramada Inn.

We had an early wakeup call for the bus to the depot and it was still dark as we waited on the platform. We were taking the VIA *Skeena* train to Prince Rupert. We had a F40PH-2, two coaches and a first class observation dome car. Our group piled into the observation car, enjoying the waiting continental breakfast and later, the bar. The breakfast was complimentary, the bar was dutch treat. The scenery got more spectacular as we headed west, crossing bridge after bridge and catching glimpses of glaciers in the mountains and an occasional bear and bald eagle.

We arrived at Prince Rupert before dark. Ten days before our trip started we learned that our Alaskan ferry to Skagway had been blockaded for three days by Canadian fishermen protesting Americans fishing their waters. The governor of Alaska had then cancelled further ferry sailings. It was too late to change our itinerary. We'll tell you how we licked that problem next month.

RAILFAN & RAILROAD

APRIL 1998/VOL.17 NO.4
RAILROAD / founded 1906 / vol. 120 no.1

FEATURES

10 **The New York & Greenwood Lake Railroad**/Steve Barry
28 **Steam in China**/Kent Patterson
34 **Kansas City Southern**/Barton Jennings
46 **One Hundred Years in the Ouachitas**/James P. Bell
61 **RAILFAN & RAILROAD Reader Survey**

DEPARTMENTS

3 **Railnews**/news in color
6 **Fanmail**/letters from readers
8 **Railnews**/Frisco 1522 in color
12 **Timetable**/events
16 **Camera Bag**/Through the viewfinder
18 **Railroadiana**/product news and reviews
21 **We'd like you to meet . . .** /Barton Jennings, Kent Patterson
23 **Railfanning is:**/ humor
24 **Railnews**/news stories in detail
50 **Book Depot**/railroad book mart
52 **On the Menu**/Pssst! Wanna buy a dinner train?
53 **Railfun**/Curt Katz
54 **Videos**/videotape reviews
55 **Advertising Index**/the railfan marketplace
56 **Switch List**/classified advertising
58 **Transit Currents**/George M. Smerk
60 **Museum & Tourist Line Directory**/recreational railroading
62 **Markers**/editorial commentary
64 **Railnews**/news in color
66 **Railnews**/news in color

COVER

Kansas City Southern SD60 738 is trailing actually going away from the photographer as it pushes a southbound coal train up Rich Mountain in Oklahoma. Aquisitions in the United States, Mexico and even Central America have put the KCS in position to profit richly from the North American Free Trade Agreement. Barton Jennings revisits the KCS after a six year absence to see how the railroad has grown from overlooked regional into a major player into the 21st century. Kodachrome by Barton Jennings.

RAILFAN & RAILROAD (ISSN 0163-7266) is published monthly by Carstens Publications, Inc., 108 Phil Hardin Road, Fredon Township, (P.O. Box 700), Newton, New Jersey 07860-0700. Phone 973/383-3355. Harold H. Carstens, President; Marie L. Merkle, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Periodical Postage paid at Newton, NJ 07860 and additional mailing offices.

POSTMASTER: Send address changes to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Copyright © 1998 by Carstens Publications, Inc. Printed in U.S.A. Canadian GST #124725060.

SUBSCRIPTIONS: U.S.A. and possessions: $27.95 per year, $49.95 for two years, $69.95 for three years. Canadian (includes GST) $35.95 for one year, $65.95 for two years and $93.95 for three years. Foreign: $37.95 per year, $69.95 for two years, $99.95 for three years. All communications regarding subscriptions and change of address should be sent to Circulation Manager, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860. Please allow six to eight weeks for change of address.

CONTRIBUTIONS: Articles and photographs are welcome. Contributors are advised to keep a copy of their manuscripts and illustrations. When requested, we will endeavor to return all material in good condition if accompanied by return postage. Payment is normally made upon publication. The contents of this magazine may not be reprinted without written permission of the publisher.

ADVERTISING: Advertising offices: RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Phone: 973/383-3355. FAX: 973/383-4064.

New Books From TLC

New Haven Railroad In The Streamline Era

by Geoffrey H. Doughty

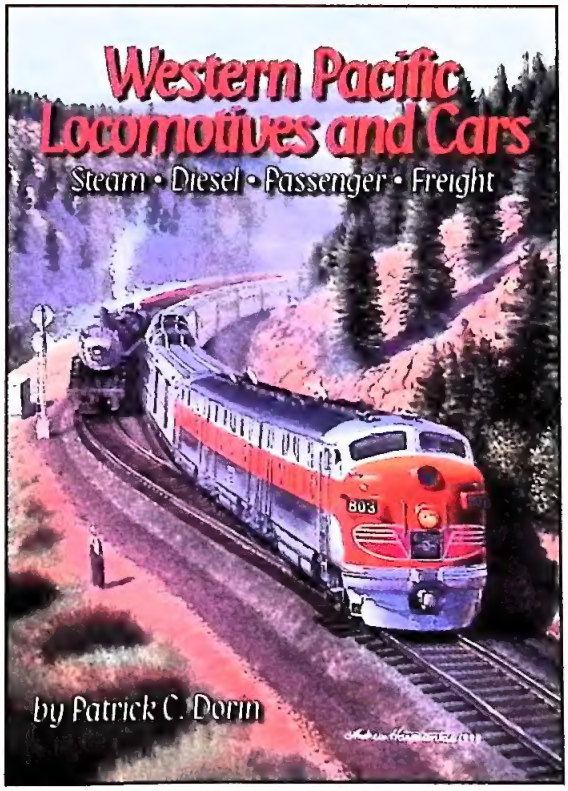
128 Pages, Hardbound • Fully illustrated with 120 high quality color photos and 50 b/w mostly builders photos

The complex story of the New Haven in the postwar period, an era which saw the transition away from mass transit to more individualized transport. Despite its internal troubles, the railroad became a patchwork of color which belied the turmoil it was experiencing, and its trains became emblematic of the administration which strove to alter the railroad's stodgy image. Included are builders photos, a look at the railroad's experiments with the futuristic trains of 1956-57, car roster, and a host of color photographs which lavishly illustrate a fascinating period in the New Haven's history.

This book will be ready in April 1998.

Only $33.95 + $4 S/H

Special Prepublication Price of Only $29.95 + $4 S/H before April 30, 1998



Western Pacific Locomotives and Cars

by Patrick C. Dorin

128 Pages, Hardbound • Fully illustrated with b/w and color photos, and rosters

The Western Pacific was a perennial favorite of fans and modelers, and this new 128-page book looks at the diverse equipment of "The Feather River Route" from the 1930s until the 1985 Union Pacific merger and beyond. Ideal as a modeling reference, with over 275 photos and 76 official diagrams covering Steam, Diesel, Passenger, Freight, Caboose and Maintenance equipment. Complete with rosters and color section.

Only $24.95 + $4 S/H

Special Price of $19.95 + $4 S/H before April 30, 1997

Send For Complete List of Other Fine Railroad Books Available From TLC.

ORDER FROM: TLC PUBLISHING • DEPARTMENT RF

1387 WINDING CREEK LANE • LYNCHBURG, VIRGINIA 24503-3776

Virginia Residents Add 4.5% State Sales Tax Foreign Orders add $4.00 per book extra

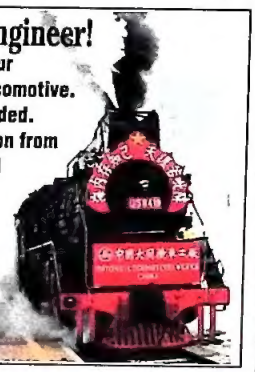
Maximum Shipping and Handling For Single Order is $7.00

NEW YORK CENTRAL'S "HARLEM DIVISION"
The Coming of the "N.Y. and Harlem Railroad"
Used today by "Metro North Railroad"
GCT-Berkshire Hills. 380 pages, 800 photos.
L.V. Grogan
31 Sans Souci Dr., Pawling, NY 12564
Soft: $43.95 + NY Tax (residents)
& $4.10 post. Cks/Money Orders.
Books Autographed as Requested

The NYC System Historical Society Inc. presents
STEAM LOCOMOTIVES OF
THE NEW YORK CENTRAL LINES
Volume 1 covering NYC&HR and B&A
by William D. Edson
Lists 7489 steam & electric locomotives, with
320 photographs, 184 diagrams and maps. Hardbound.
Price $50.00 + $4.00 P&H. Ohio tax $2.88. Order from:
NYCSHS-Books, PO Box 671, Mentor, OH 44061-0671

SLIDES ON APPROVAL
- SEE BEFORE YOU BUY -
Large Selection on Most Roads
Diesel - Steam - Electric
Most Priced 30¢ - 60¢ - 80¢
LSSAE for Details:
Wallin's Slide Approvals
Box 1784, Springfield, IL 62705

You're the Engineer!
One day class in our
Chinese steam locomotive.
No experience needed.
Hands on instruction from
our crews. You will
operate over 14
miles of track.
Limited!
1-800-626-0319.
Iowa RR
Historical Society
Boone, Iowa 50036



THUNDERING HILLS OVER BEAUMONT HILL

TAPE OF THE MONTH
In this video we will look at heavy uphill freight action on Beaumont Hill in southern California. We will cover up hill action from West Colton to Beaumont, and from Indio in the desert to Beaumont. With lots of UP and SP trains daily sharing a single main line from Beaumont to Indio. The action is non stop. This video is spedially priced THIS MONTH ONLY. Don't miss out on getting your copy today!
Special Introductory Price: $9.95
exp. 4-12-98 plus $4 s&h USA ($5 s&h Canada) Reg. $27.95
CA residents add 7.75% sales tax
Send check or M/O to:
DIRECTION VIDEO PRODUCTIONS
Suite #210, 103 N. Hwy. 101, Encinitas, CA 92024.
TOLL FREE ORDER LINE
1-888-987-0074
FAX 619-485-0301

FANMAIL

Illinois Central steam survivors?

"The Last Decade of Illinois Central Steam" by Cliff Downey in the January 1998 R&R was great. For too long IC's steam power has been ignored. The railroad had some beautiful, if utilitarian, steam power.

It is a shame more of IC's steam fleet wasn't saved, particularly 4-8-2 2613. Mr. Downey relates that only ten IC engines were saved. Fortunately, at least *eleven* have been preserved. Add the "Casey Jones" engine on display at the Casey Jones Village in Jackson, Tennessee. This is a 4-6-0 numbered 382. It isn't Casey's actual 382, which was scrapped long ago, but a stand-in Ten Wheeler donated by IC.

In addition, at the Mississippi state park historical site at Vaughn, Mississippi, a steam locomotive has been placed on display. I suspect it is an ex-IC switcher.

Now, let's see one of these engines running again on the Main Line of Mid-America.

ALTON B. LANIER
Arlington, Tenn.

According to The Steam Locomotive Directory of North America *by J. David Conrad, generally regarded as the best source of information on surviving steam, the Ten Wheeler in Jackson, Tennessee, was built by Baldwin in 1905 for the South & Western Railway and given No.1. It later became Clinchfield No.99, then Black Mountain No.3 and finally Yancey No.3 before it was sold to the city of Jackson for display as "IC 382." The 0-6-0 in Vaughan, Mississippi (near the location of Casey Jones' famous wreck) was built by Lima in 1924 as Texas & New Orleans No.156, later numbered 842. It was sold to Standard Gravel Company at Franklinton, Louisiana, and was later donated to the Casey Jones Museum, where it carries number 841.*

Sorry, but neither of these locomotives dedicated to Casey Jones are authentic IC steam survivors — S.B.

To the cab!

I thoroughly enjoyed Cliff Downey's article in the January 1998 issue on the last decade of IC steam. It's hard to believe that someone who wasn't there during this era could write such an article. But I was there during most of that last decade and the article is not only factual and complete, but very entertaining. My last few years of visiting IC steam in the Centralia, Illinois, area were enhanced when the railroad accidentally sent me an engine riding permit, instead of the requested photo permit!

One minor correction — N&W's initial diesel order was for Geeps and RS3s (not RS11s).

R. R. WALLIN
Springfield, Ill.

Industrial units along the Finger Lakes

It was nice to see such a good article on the Finger Lakes Railway in the February 1998 R&R. However, I did find two errors. The locomotives at the Greenidge Station of New York State Electric & Gas at Dresden, New York, were incorrectly identified. I had the opportunity to visit Greenidge Station on November 4, 1997. One locomotive on the property is an EMD switcher numbered 8666. This is former Conrail 8666. Carl Steckler lists this as former Lehigh Valley SW8 No.252 in his book "Lehigh Valley Railroad Diesel Paint Schemes." The builder's plate on the other says it is a GE 45-ton locomotive, not a Plymouth. This is one of the later model GE 45-Tonners with chain drive between the axles.

The 8666 was working unloading coal when we visited. The GE is the standby locomotive, but has not operated in some time.

GUY J. WICKSALL
Geneva, N.Y.

Mapping the Finger Lakes

The article on the Finger Lakes Railway in the February '98 R&R is interesting, but there are a few corrections. The plant at Solvay, New York, is Solvay Fiberboard (not Solvay Liner Board) and Finger Lakes operates a "boxcar shuttle" between this plant and the Southern Container plant at Camillus. Solvay Fiberboard is owned by Southern Container.

On the map, the railroad appears to float across Cayuga Lake, just west of the Village of Cayuga. This is a causeway, and the Lehigh Valley had trackage rights over this. There is a missing Lehigh Valley line, abandoned now, running from the west end of the causeway and paralleling the line on the south side of the river to Geneva. The former New York Central line between Geneva and Himrod (or Himrods) is still in and used by Finger Lakes.

Also missing is the Marcellus & Otisco Lake Railroad, which ran south from Martisco to the Village of Marcellus, where Routes U.S. 20 and S.R. 174 meet. Earlier it did run to Otisco Lake. The Central New York Chapter has a book covering this interesting shortline and the Skaneateles Shortline, shown on the map.

I hope that this adds to the article. There are many new railroads, that get coverage, these days, and this article is one of the best!

FRANK M. KLOCK
Solvay, N.Y.

Interesting Asheville consists

I enjoyed "Last Train to Asheville" by John F. Sullivan in the February '98 R&R. As a teenager living along the Southern Railway main to Asheville, North Carolina, one of the highlights of the time was not only seeing the "tri-weekly" on its evening runs west, but riding it from time to time on Sundays from Morganton, N.C., to Salisbury and back, which really was something to enjoy. Although the dome car typically offered an exceptional view, my cousins and I were usually found in the dome's vestibule, using it like our own private observation car platform, as we rode the train home. And once, in 1974, it was even the first leg of a cross country trip by rail, encompassing not only the Southern dome, but the dome-parlor car, and the high-level cars of the time on the *Southern Cresent* and Amtrak's *Sunset Limited.*

There are points about the consist,

though, I believe should be made. Prior to the dropping of the coach-lounge car (which was not staffed), the consist would have in its place a former Central of Georgia modernized coach (No.905 or No.906) painted in Illinois Central colors with "Southern" lettering, usually when the 950 was being serviced. And, in fact, the combine was also a former CofG car, as well. Nos.905 and 906 were used in "Seminole" pool service until that train was discontinued. You can see one in the top photos on pages 43 and 44.

Although the consist was predictable until late 1973/early '74 with combine 727 *Fort Mitchell,* coach-lounge 950 and the dome-coach 1613, there were some runs that were truly special. On occasion the heavyweight private car Georgia & Florida 100 (reportedly owned by someone in Asheville at the time) made infrequent runs on the end of the train, and once a privately owned Budd sleeper-observation car *Crescent Queen* made a nice exclamation point to the consist. Southern's business cars appeared mostly on freights.

There was one run in particular I remember, which had a whopping six cars and two F-units. In addition to the regular cars were added an IC budd dome-coach, an IC sleeper, and a Southern open-air gondola. I only saw these cars once and don't know why they were added to the train.

Also, one interesting note to the news piece on the Carolina Piedmont in the January issue. SW1 No.1 is former Atlanta, Stone Mountain & Lithonia No.1, originally Central of Georgia No.1, that lines *first* diesel.

I wish to thank you for two very fine issues, and especially for the Asheville passenger train memories! Hopefully sometime soon North Carolina DOT will restore passenger service so my children will be able to enjoy the pleasure of a train ride on the line, just as I was able to do!

J. M. LA BODA
Connelly Springs, N.C.

Riding with Frank Clodfelter

Distant memories of a 1975 rail trip came back to me as I read "Last Train to Asheville" in your February '98 issue. More than FP7 6142 and its mini-consist, what really caught my attention was the mention of the late Frank Clodfelter, a rail enthusiast and Southern Railway engineer who really knew how to put the icing on the cake.

I was just a guy from Rochester, New York, trying to ride some more endangered trains before they were gone, but this seemed important to the Southern crews I chatted with on my way south, resulting in an introduction to Frank at Salisbury, North Carolina. Through his generosity, I was treated to a cab ride as he ran the former *Asheville Special* through the loops and tunnels, accompanied by his running commentary about the Southern and local history.

In a true gesture of southern hospitality, Frank picked me up the next day (Saturday, one of his days off in the schedule of Nos.3 and 4) and we spent a terrific day touring the Asheville engine house, viewing a dozen Howard paintings he had commissioned as well as his own fine work in rail photography, and learning all the tricks of operating the Southern's E8s and steamer 4501 in mountain railroading. We capped our day with generous slices of "$300 cake" baked by Frank's wife, Anne, and daughter, Becky.

The rest of my trip through the south

NATIONAL GEOGRAPHIC VIDEO presents:

The Great Legendary TRAINS

Here's your "ticket to ride" for an adventure on those magnificent steam locomotives... the sleek modern diesels...and a journey on the fabulous, luxurious Orient Express. All aboard!

Who does not thrill to the romance and adventure of the railroads? Magnificent steam engines eating coal and breathing steam...mile-long freight trains hugging mountainsides above cascading frontier rivers...the story of the railroads is inseparable from our nation's history.

Take a spectacular journey

Now a fascinating video from National Geographic takes you on journeys you only dreamed about. In *Love those Trains*, a team of prize-winning cinematographers and leading railroad authorities introduce you to mighty engines and the people who have kept them on the tracks for decades after it was predicted that the "era of rail" was over!

The rhythm of the rails

Vivid sequences will take you on a journey through the Rockies and speeding like a bullet in a modern day diesel-powered locomotive. And finally you'll be a guest on the *Orient Express* and travel in the luxury of a bygone age from Paris to Istanbul. No one who has ever been fascinated by trains—and the history and nostalgia that surround them—can afford to miss this exciting, one-of-a-kind video. Order today.

VHS format. Color.
60 minutes.

ALL ABOARD these legendary railroads...

- The legendary Orient Express: pamper yourself in the ultimate experience of European luxury travel
- The John Bull: ride the world's oldest working steam engine – it's over 150 years old!
- The Durango & Silverton: the 1880s line – 200 ft above a thundering river
- Sierra Nevada Mountain Rotary Plows: throw 5 tons of snow a minute in the Donner Pass

100% Satisfaction Guaranteed
If, for any reason, you are not satisfied with your purchase, you may return it within 30 days of receipt for replacement or full refund.

National Geographic and Yellow Border are registered trademarks of National Geographic Society. Used with permission. Printed in U.S.A.

ORDER FORM — **Please mail promptly**

☐ Please send me National Geographic's "LOVE THOSE TRAINS" Video just $19.95 plus $3.00 S&H

☐ Check enclosed for $_____
(payable to MB & A Videos)

☐ Charge my: ☐ VISA ☐ MasterCard

Acct #_____

Expiration date___/___

Signature_____

*Plus 6% sales tax, PA residents only.

Name _____ PLEASE PRINT CLEARLY

Address _____

City _____

State Zip _____

Telephone (Include Area Code) _____

MBA06

Mail to: MB & A VIDEOS P.O. Box 663, Holmes, PA 19043

MB & A videos

©1997 MB & A

Triumph I
ALTOONA TO PITCAIRN 1846-1996
By Charles S. Roberts
Hard, 400 pages, 688 illus. (159 color), 8½" x 11", $65.00, 5.00 delvy, 3.25 MD tax.
BARNARD, ROBERTS & CO.
P.O. Box 7344, Baltimore, MD 21227
(410) 247-2242. Visa/MasterCard. *At serious dealers.*

Buying & Selling Since 1959
Interested in maps, old railroad, trolley, timetables, guides, badges, passes, post cards, rail magazines, technical data, books, advertising, etc. Free listings for most major railroads - Send SSAE and your list (specify railroad and specific items for sale or wanted). Fair prices paid for all rail material.
We specialize in diversity.
Nestlé's Railroadiana RD#2 Ray Road, Box 105, Greenwich, NY 12834

GOLDEN SPIKE ENTERPRISES INC.
★★★★ Railroad Memorabilia ★★★★
One of the nation's leading dealers in railroad memorabilia offers railroad dining car items, lanterns, and other railroadiana from the glory days of railroading.
Send $2, and large SASE for listing, refundable with purchase
Golden Spike Enterprises Inc. P.O. Box 422
Williamsville, NY 14221 (716)689-9074

THE DEPOT ATTIC
377 ASHFORD AVENUE,
DOBBS FERRY, NY 10522
"America's Foremost Dealers In Railroad Memorabilia"
BUYING COLLECTIONS, SINGLE ITEMS & ESTATES
LANTERNS, TIMETABLES, KEYS, LOCKS, CHINA, SILVER, BADGES, PASSES, BOOKS, POSTERS, OLD CALENDARS, SIGNS, BROCHURES, HARDWARE, & MUCH MISCELLANEOUS
Offering Authentic Hardware, China & Paper
Stores, Mail Order, Shows & Auctions
STORE HOURS: Open Most Weekends 12 Noon to 5
Phone Before Coming (914) 693-5858
PHONE (914) 693-5858

coming April 1, two new Color Guides!

SP&S Color Guide to Freight and Passenger Equipment
by Ed Austin
The colorful rolling stock of the Pacific Northwest's own railroad is examined through more than 300 color photos of passenger, freight and non-revenue equipment.

Chesapeake & Ohio Color Guide to Freight and Passenger Equipment
by David H. Hickcox
While mostly thought of as a coal hauler, the C&O rostered some very attractive passenger and general merchandise equipment. Contains over 300 vintage (pre-Chessie System) color photos!
Order today at the special pre-publication price of:
Each @$40 + $3.50 postage, $5 foreign.
Include street address for UPS delivery.
U.S. funds only. NJ residents add $2.40 tax.
Available April 1, 1998
After 4/1/98, price is $49.95 each.
Morning Sun Books, Inc.
9 Pheasant Lane
Scotch Plains, NJ 07076
MORNING SUN BOOKS INC.

EXTACHROME: JEFF TERRY

FRISCO 4-8-2 1522 was at the shop of owner Museum of Transport near St. Louis undergoing an extensive overhaul on January 3, 1998. The work is being performed by the locomotive's caretaker, the St. Louis Steam Train Association. See RAILNEWS.

offered up Southern passenger trains with four FP7s in full voice, great meals in the dining car on the *Southern Crescent*, and slack action in the rear coach of a 188-car(!) mixed train on the Georgia Railroad.

But the most indelible memory is that of Frank Clodfelter as we boarded No.4 Sunday morning for the return trip to Salisbury. He arrived for the occasion decked out in full, traditional engineer garb of bib overalls, denim cap and dress shirt and necktie befitting his pride in the Southern Railway and his love for railroading. He certainly made my trip special and added a valuable new dimension to my own affection for trains.

JAMES E. DIERKS
Rochester, N.Y.

Farewell to Boyd

I had a mixed reaction when I received the February 1998 issue of R&R. It was nice to see that you used my small piece on Southern's Asheville trains, but I was sorry to learn that Jim Boyd has retired.

I have enjoyed R&R over the years and hope that the magazine continues to be as informative and enjoyable in the future. And as was pointed out by Mike Del Vecchio, it's not an obituary so we can still expect contributions to R&R from Jim Boyd in the future.

JOHN F. SULLIVAN
Laurinburg, N.C.

Thanks, Jim

I starting reading RAILROAD magazine in the early 1940s as a young teenager. I remember the eagerness with which I awaited each issue. Many years later I found that RAILFAN & RAILROAD, under the editorship of Jim Boyd, was still carrying on the tradition of excellence established by the previous magazine.

I've clipped out and saved countless articles from R&R. Jim's tips on how to take good railroad photos have been especially helpful. And I'll always be grateful to him for publishing my very first railroad article, "Carolina Mixed," in November 1986. As Jim retires, I'll miss his steady hand at the helm of R&R, although I'm confident his well trained associates will continue to provide the readers with the superb magazine Jim has led us to expect.

I hope Jim enjoys his retirement. At the same time, I hope that before long he'll be restless enough to resume writing stories for R&R, if only occasionally.

JAMES D. SHEPPARD
Greenville, S.C.

A note for Jim Boyd: I am not a photographer, but I have followed your photos and heart warming musings, for many years and enjoyed everyone of them. I, and all the people I have shared my magazines with, wish you the very best in your new position as a "gentleman photographer." Thanks for sharing some very interesting happenings with us over the years.

MARTIN W. WHITEHURST
Burlington, N.C.

Forney correction

Ah, but don't we miss Jim Boyd already! Even Jim's aging and strained old eyes would have recognized that the Lake Street Elevated steam locomotive pictured on page 66 in the February issue is correctly an 0-4-4RT (*Rear Tank*) type engine and not an

BOOKS by EDGAR T. MEAD
Narrow Gauge to Hills, Two Foot Gauge, Three Foot Gauge.
AT YOUR DEALER OR $25
BOX 292, ETNA, NH 03750

CUSTOM VHS NEW ENGLAND TROLLEY VIDEOS
Bangor, Boston, Hartford, Manchester, New Haven, Presque Isle, Providence, Springfield & Worcester
SSAE for information and discount coupon
BEN ROHRBECK TRACTION PUBLICATIONS
1003 N. Chester Rd., West Chester, PA 19380-6021
E-mail: rohrbeck@juno.com

0-4-0T industrial-type saddletank locomotive as your caption suggests. Guess it won't be long before you new guys refer to all types of geared steam locomotives as just being "stemwinders."

But then, us old die-hard steam fans still can't tell the difference between a center-cab 44-Ton Whitcomb diesel and an 80-Ton GE center-cab diesel, so who am I to complain!

THOMAS LAWSON, JR.
Birmingham, Ala.

I should have caught that Forney blunder. I sort of feel like the relief pitcher who comes into a game and promptly hurls his first pitch over the backstop. . . — S.B.

Ontario on the unit

Here's a correction to the RAILNEWS item on page 26 of the February 1998 issue about the Wisconsin Central units. WC 3027 carries the flags of four U.S. states and one Canadian province, Ontario. The Ontario flag is the second from the rear on the engineer's side.

Many thanks to Jim Boyd for a job well done!

ERIC GAGNON
Kingston, Ont., Canada

Number crunching

Here's a correction to the heritage of the Wisconsin Central units as listed page 26 of the February 1998 issue. WC 3026 was built as Milwaukee 192, became Milwaukee 2018 and Soo 2018, then went to dealer NRE before becoming Algoma Central 190 and finally WC 3026. WC 3027 was built as Milwaukee 161, became Milwaukee 2034 and Soo 2034, and it also went to NRE before becoming AC 191 and WC 3027.

Kennecott Copper 708 on page 27 of the same issue was on Union Pacific heading for dealer NRE. It was carried as KUC 708 on the waybill, which stands for Kennecott Utah Copper.

In the March 1998 issue, the Apache roster needs a couple of corrections. Apache 82 is formerly L&N 1316, not 1315 as listed. The serial number on Apache 800 should be 84117, not 84116. Serial 84116 belongs to Apache 700 which was relettered to "Stone Container Corp." and used inside the mill. It may still be there.

KEN ARDINGER
Sun City Center, Fla.

Bah, humbug!

After reading in the Wall Street Journal how Kodak is laying off 19,900 employees over the next two years due to competition from cheaply-priced Fuji film, I would like to wish a most *un*-merry Christmas to all those railfans who insist on using Fujichrome. We know who you are by your photo credits in R&R. As for the rest of us who still know that Kodak makes the best color films in the world, a wish for a truly merry Christmas and a very happy New Year.

BRUCE KELLY
Coeur d'Alene, Ida.

The Organization for Railroadiana Collectors

KEY, LOCK AND LANTERN

Membership includes our excellent quarterly journal - *Key, Lock & Lantern*. $21.00 per year U.S. ($25.00 Canada & foreign) to: Treasurer, KL&L, Inc., P.O. Box 66, Penfield, NY 14526. A Sample copy of our journal with membership application is also available for $5.25.

The Richmond, Fredericksburg and Potomac Railroad had its origins way back in the Nineteenth Century and had continued as a separate and unique entity until October 1991 when it was brought into the CSX.

This tape begins with RF&P Steam action on the Road, followed by First Generation Diesels and then great scenes shot on the hundred mile long line just prior to the Roads CSX inclusion.

Fans of the RF&P won't want to miss this New Show.

THIS MONTHS SPECIALS

These tapes are specially priced at $29.95 each

Send two 32¢ stamps for a color catalog of more than 50 tapes

plus $3.95 each S. & H.

mention this ad for the special price

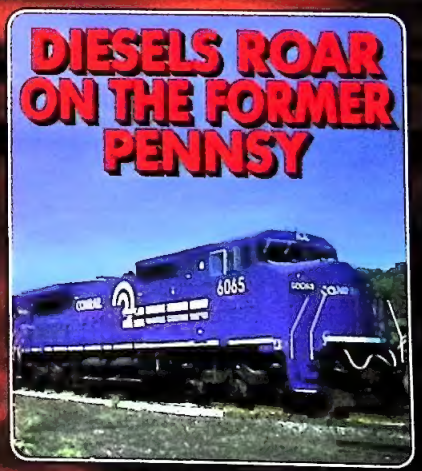
VISA orders phone toll-free MasterCard

1-800-225-8203

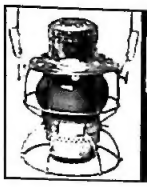
or send check or money order to →

JMJ PRODUCTIONS
P.O. BOX 4449
HOLLYWOOD, FL 33083

This Show contains Steam and First Generation Diesels of the Milwaukee Road, Chicago and Northwestern, New York Central, Pennsylvania, Great Northern, Chicago, Burlington and Quincy, Southern Pacific, Santa Fe, Rock Island and more, plus some Electrics and Traction equipment. A great mix of roads and power for all railfans to enjoy.



HORSESHOE, ROCKVILLE, ENOLA, GALLITZIN, the names and places still exist, but the Pennsy, of course, does not. Nevertheless, this superb show contains a huge variety of Conrail Diesels at these locations, and will delight fans of the old Pennsylvania Railroad.



The finest in gifts for the railroad enthusiast

RAILROAD GIFTS

Schrader Enterprises, Inc.
230 South Abbe Rd. Dept RR
Fairview, Michigan 48621
Send $1.00 FOR CATALOG

Collectible Lanterns **New Book!**

Illustrated reference on railroad, fire, marine, carriage, barn, and other lanterns and signal lamps. Includes vintage catalog art, photographs, and patent drawings, plus 1997 collector price guide.
ISBN 0-89538-081-1 144pp $19.95

Collectible Dietz Lanterns & Price Guide
Illustrated 1917 catalog reprint. RR, Inspector, etc.
ISBN 0-89538-089-7 140pp $11.95

Adams & Westlake No. 39 Double Guard lantern, ca. 1907

Now accepting VISA/MC, check or MO. Add $3.25 shipping: Ohio only add 6-1/4% sales tax. E-mail: hirampress@aol.com

Hiram Press
PO Box 1926
Hiram, OH 44234
(330) 569-7251

FAX or Phone: (416) 694-6821

Canadian Pacific

West of the Great Divide

$29.95

Rocky Mountaineer W&S E8s Revelstoke Museum

Award winning video producer P.J. Barnes travels west in June, 1997 to capture CP Rail mainline action between Vancouver and Revelstoke. Includes Wisconsin and Southern E8 excursion, some CN, more. 90 minutes plus previews. 2 hours in all. $29.95. VHS HQ. Duty Paid to USA.

Postage/Handling Add $3 per Order
Ontario Residents add 8% sales tax.
Canadian Residents add 7% GST.
PAL available
Free Catalogue
10 AM to 10 PM

Cheques payable to:

Video Classics
84 Willow Ave., #37
Toronto, Canada M4E 3K2

Satisfaction Guaranteed or Money Refunded

Ride the ABILENE ...in N Scale

Enjoy the view from the back platform!

Here's the N Scale Overton car used by the staff of RAILROAD MODEL CRAFTSMAN to ride the glory rails of the West. The *Abilene* is named after the famous west Texas long horn cow town where the dirt is red, the tumble weeds tumble and where the Colonel spent some of his war years* inspecting the Texas & Pacific, Abilene & Southern and other roads. Order yours now while our limited run supply lasts.

*Camp Barkeley, of course, you dad blamed Yankee!

$10.25 kit

TO ORDER CALL TOLL FREE
1-800-474-6995
HAVE CREDIT CARD READY!

VISA/MC/AMEX/OPTIMA accepted. Or please send check or money order. P&H US $2. per book. Outside US $2. per book plus 20% for insured shipping. NJ residents add sales tax Canadians add 7% G.S.T.

Carstens
PUBLICATIONS, INC.
P.O. Box 700, Newton, N.J. 07860

THE NEW YORK & GREENWOOD LAKE RAILROAD was granted permission by the Surface Transportation Board to operate the former Conrail Dundee Spur Track in Garfield and Passaic, New Jersey, despite opposition from the town of Garfield, which felt that train operations would pose a safety hazard to residents. The STB decision was a victory for the new short line and its president, Jimmy Wilson (**below right**) as well as for shipper Atlantic Coast Fibers, which is located on the spur, and a victory for rail photographers and rail preservationists as well.

The Dundee Spur has been a rail photography favorite, with two highlights for visiting fans. First, it is now one of the very few pieces of street trackage in service in New Jersey, as the line runs down the middle of Monroe Street in Garfield (and thus was the point of the town's opposition to rail service). In a compromise, all NY&GL trains must be accompanied by two flagmen as they pass through town (**above**), and the train must obey the one traffic light in encounters on its trek. Since the train can only move at a walking pace, fleet of foot photographers can catch it multiple times in the quarter-mile run on Monroe Street.

The other highlight is "Half Moon Trestle," where the tracks cross the Passaic River (**bottom**) and immediately enter Monroe Street. When chasing the NY&GL, it's best to park at the trestle, get the shot there and run down Monroe Street with the train. The Conrail interchange is located in Garfield at the point where the tracks exit Monroe Street.

The NY&GL's power is currently former New Jersey DOT SW9 436, owned by the United Railroad Historical Society of New Jersey. The URHS is custodian to several dozen pieces of rolling stock destined for the proposed New Jersey State Railroad & Transportation Museum, and the organization has embarked on a program to lease some of the equipment to operators willing to maintain and use them. As part of the URHS lease, the NY&GL will eventually repaint the 438 into its original Erie paint scheme. The NY&GL owns an RS3 painted in an-Erie inspired livery and numbered 935. The Alco is currently stored along the Conrail/New Jersey Transit line in Suffern, New York, but will soon be moved to the Dundee operation — S.B.

THREE KODACHROMES: STEVE BARRY / JANUARY 14, 1998

Hooters On Blue Ridge

. . . Y's, A's, J's and K's With Actual Stereo Sound!

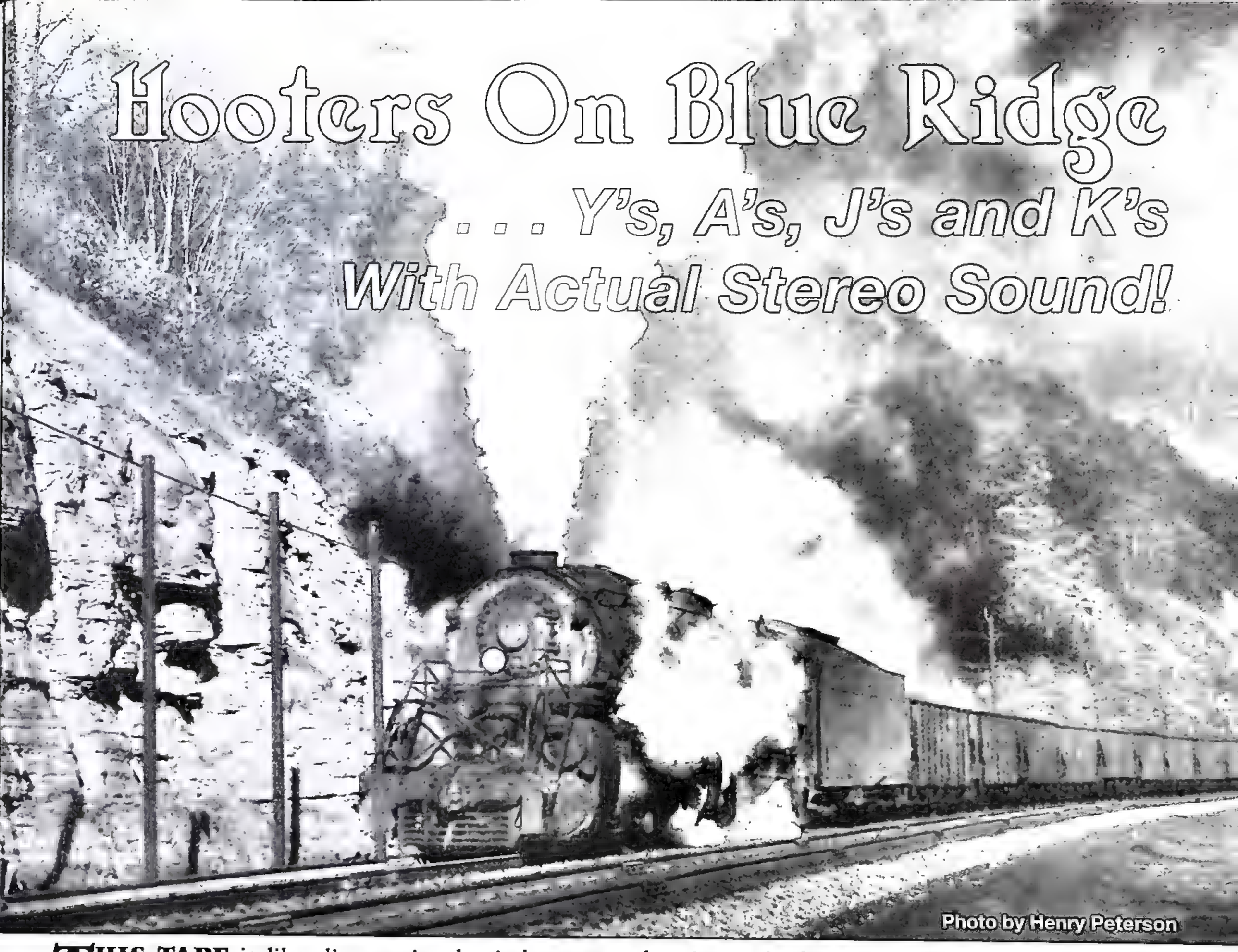


Photo by Henry Peterson

THIS TAPE is like discovering buried treasure, but instead of gold in a Caribbean island, it is 16mm color film with *actual real-time stereo sound* from the coal fields and mountain grades along the steam-era Norfolk & Western.

Goodheart Productions introduces the dramatic camerawork of Henry Peterson in ***Hooters On Blue Ridge***. Like such celebrated photographers as O. Winston Link, Bob Collins and Victor Hand, he also made many pilgrimages to the Norfolk & Western to film the country's last great steam show.

Here are the legendary performers — the "Y3" and "Y6" 2-8-8-2's, the lanky A-class 2-6-6-4's, the bullet-nosed J-class 4-8-4's, streamlined and conventional K-class 4-8-2's, and even a glimpse of the *Jawn Henry* — doing smoke-filled battle at legendary railroad towns like Christiansburg and Williamson and on legendary gradients like Elkhorn Tunnel and the Blue Ridge.

Most astounding of all, much of this remarkable film was shot in real-time stereo. With pounding exhaust and actual heart-tugging "hooters" many so fondly remember, others can now experience! Like buried treasure brought to light, ***Hooters On Blue Ridge*** will thrill you with great smoke plumes, action-packed pans, and actual stereo sound. Approximately 45 minutes of computer enhanced and digitally color corrected video along with an additional 20 minutes of N&W steam sounds and some *very rare* N&W steam color stills.

GOODHEART Productions

$29.95
plus $4.00 P&H

GOODHEART PRODUCTIONS
P.O. Box 47131-R · Chicago, IL 60647
WRITE OR CALL FOR OUR FREE CATALOG
Order Phone **1-800-482-1522** MasterCard VISA

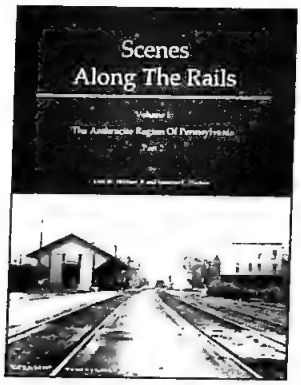
Illinois residents add 8.75% sales tax. Canadian orders add $1.00 extra for postage. International customers please add $10.00 per item.

A PENNSY DIESEL POWER REVIEW by Paul Carleton

224 Pages - Hundreds of photos
Hard Cover - All in one volume
Priced at: **$44.95, order from,**
D. CARLETON
P.O Box 1827-Dunnellon, FL 34430

Depot Square Publishing announces the latest in our series from the 1900-1920 era!!

Scenes Along The Rails Volume I: The Anthracite Region of Pennsylvania, Part 2 covers the region northwest of Wilkes-Barre, PA. Included are the Lehigh Valley, S&NY, W&NB, and five other lines. This hard-bound book has 192 high-quality photos; gloss, enamel paper; 5 maps; 152 pages; and a dust jacket. Individual copies available at $39.95 + $5.00 shipping. Dealer inquiries are welcome! Ready for immediate shipment! Part 1 is also available at $25.00 + $5.00 shipping.



Order from:
Depot Square Publishing
6683 Loveland Miamiville Road
Loveland, OH 45140
Phone: 513-677-2357 Fax: 513-677-5531

TIMETABLE

TIMETABLE listings are published without charge and are run on a space-available basis at the editor's discretion. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 1st of the month, four months prior to the issue cover date (e.g. January 1 for the April issue). Each issue will be in circulation for the full month preceding its cover date (e g April issue available during all of March).

RAILFAN EVENTS

HACKENSACK, NEW JERSEY, February 28. EastRail '98 sponsored by the United Railroad Historical Society of New Jersey at Bergen Technical School, 200 Hackensack Avenue South, 10am-6pm. Professional multi-media presentations covering the East Broad Top, snow plows, Erie Lackawanna MU's, Texas railroads, New York harbor operations, video from Mark I and more. Scheduled presenters include Greg McDonnell, Scott Snell, Bob Hart, Jr., Conrad Milster, Steve Barry, Frank Etzel, K.C. Smith and Rich Wallace. Tickets $12 at the door, $10 in advance from URHS, P.O. Box 711, Clark, NJ 07066-0711; information/credit cards phone 732/671-9644 evenings.

NEW FREEDOM, PENNSYLVANIA, March 7. Trip over Northern Central Railway from New Freedom to York, Pa., with B&O-painted Alco FA and D&H-painted Alco RS32. Four daylight photo stops northbound, four night photo set-ups on return trip. Trip departs New Freedom at 2pm, returns 11pm. Tickets $49 from Chesapeake Division RRE, P.O. Box 397, Gaithersburg, MD 20884.

STOCKTON, CALIFORNIA, March 14. Winterail '98 Photography Exposition and Railroadiana Show & Sale at the Scottish Rite Temple. Scheduled presenters of multi-media shows include Ron Flanary, Jim Ehrenberger, Steve Patterson, John Roskoski, Ted Benson, Greg Brown, Mark Acuna and a movie from Don Olsen. Admission $20 ($5 at the door for railroadiana sale only). Make check payable to Vic Neves - Winterail 98 and mail to P.O. Box 23721, Oakland, CA 94623-0721.

SACRAMENTO, CALIFORNIA, March 20-22. 10th Annual National Railway Preservation Symposium at the California State Railroad Museum. "Back to Basics" theme includes presentations on organizational goals and missions, volunteer recruitment and management and more. For registration information contact the California State Railroad Museum Foundation, Attn.: Symposium, 111 "I" Street, Sacramento, CA 95814; 916/322-8485; e-mail csrmf@csrmf.org.

LOS ANGELES, CALIFORNIA, March 20-24. Steam to Mount Shasta tour featuring charter with McCloud Railway 2-6-2 No.25, *Shasta Sunset Dinner Train*, tour of Dunsmuir. Amtrak travel includes *San Joaquin* from Los Angeles to Sacramento and *Coast Starlight* from Klamath Falls, Ore., to Los Angeles. Fares start at $615 per person. A deposit of $100 by February 6 will hold space. Reservations/information from Pacific Railroad Society, Inc., c/o Barbara Sibert, 777 E. Valley Blvd. #70, Alhambra, CA 91801; 626/570-8651 or 213/283-0087.

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 530/836-1745 or 800/359-4870) is sponsoring the following trips. Call or write for a complete catalog.

March 21, San Diego & Arizona Eastern spectacular using SP Black Widow GP9 and SP 4-6-0 between Tijuana and Campo.

May 17, McCloud Railfan Day using Alco 2-6-2 No.25.

September 17-20, White Pass & Yukon spectacular with charter steam and diesel with passenger, freight and mixed consists.

September 28-29, Cumbres & Toltec Scenic fall colors spectacular with double-headed 2-8-2s.

October 3-4, Nevada Northern spectacular with passenger, freight and mixed consists behind 4-6-0 No.40 and 2-8-0 No.93.

BOSTON, MASSACHUSETTS, April 3-5. *Cherry Blossom Special* excursion via Amtrak to Washington, D.C., to view cherry blossoms, monuments, museums and more. Departs South Station 8pm Friday, returns Sunday evening. Fare $365 per person double occupancy, includes standard class room on Amtrak's *Twilight Shoreliner;* $300 per person coach; $385 per person double occupancy for a deluxe bedroom and $225 per child under 12 sharing a room with two adults. Tickets and information from Mystic Valley Railway Society, Inc., P.O. Box 486, Hyde Park, MA 02136-0486; 617/361-4445.

SPENCER, NORTH CAROLINA, April 4. Shay Day Special photography event with Graham County Railroad 3-Truck Shay 1925. Freight train, yard switching and night photo session. Tickets $25 per person includes museum train ride. Tickets from North Carolina Transportation Museum Foundation, Shay Day, P.O. Box 44, Spencer, NC 28159; credit cards users can call 704/636-2889.

TENNESSEE CENTRAL RAILWAY MUSEUM, 709 North Lake Circle, Brentwood, TN 37027-7844 (615/833-5077) will sponsor the following excursions out of Nashville. Ticket prices range from $15 to $50, reservations are required.Write to the museum for a ticket order form.

April 4, Easter Bunny trip to Watertown.

April 18, Mile-Long Yard Sale trip to Watertown.

June 6, Summer Fun Festival trip to Gordonsville.

WHIPPANY, NEW JERSEY, April 4-5 and 11. Easter Bunny Express at the Whippany Railway Museum. Hourly departures from noon until 4pm each day. Fare $7 adults, $4 kids under 12, babes-in-arms free. Advance reservations strongly recommended. Tickets/information from Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016; 973/887-8177.

WINNSBORO (ROCKTON), SOUTH CAROLINA, April 18-19. Railfan weekend at the South Carolina Railroad Museum. Saturday features freight operations with two SW8s and three industrial locomotives. Motor car rides on Sunday from Rockton to the end of the line. Information from John Parker, Special Events Coordinator, 3038 Dennis Road, Augusta, GA 30907.

ROANOKE, VIRGINIA, April 24-June 21. "Trains That Passed in the Night: The Railroad Photographs of O. Winston Link" will be on display at the Virginia Museum of Transportation, with 75 black & white and 10 color prints from the noted photographer. Information from the Virginia Museum of Transportation, 303 Norfolk Avenue, Roanoke, VA 24016; 540/342-5670.

ALTOONA RAILROADERS MEMORIAL MUSEUM (1300 Ninth Avenue, Altoona, PA 16602; 814/946-0834) will hold the following special events.

April 25, grand opening of the new museum with three floors of exhibits, 600 photographs, 800 artifacts, a new theatre and more.

May 16-17, 6th Annual Horn & Whistle Fair. Rail, ship and factory whistle demonstrations, workshops and lectures.

May 30, Circus Day. Photos and memorabilia from the Walter Main Circus train wreck of 1893. Activities for kids.

RIO GRANDE PHOTO FREIGHT will operate over the Cumbres & Toltec Scenic in May. Two days of photo opportunities of freight trains with helpers for $500. Information: John B. West, 334 Montford Place, Mill Valley, CA 94941; 415/383-3210.

Make plans to be in Chicago on May 22-24, 1998 (Memorial Day Weekend). The Central Electric Railfans' Association will be celebrating its 60th anniversary and you are invited to join in the festivities!

Events planned for this memorable weekend include inspection trips on Metra Electric (Illinois Central) suburban lines and the Chicago Transit Authority's extensive "L" network as well as visits to the Fox River Trolley Museum and the Illinois Railway Museum. Special slide prepresentations and a banquet will also be held.

For more information
and a reservation form write:
CERA P.O. Box 503, Chicago, IL 60690.

Rails 'N' Shafts

BOOKS

P. O. Box 300 Laurys Station, PA 18059
(610) 261-0133 Fax (610)262-7962

VIDEOS

Specializing in Books and Videos on Transporation and Industrial Subjects

All Aboard Amtrak, *Schaeffer* - $39.95
American Shortline Guide, *Lewis* - $19.95
Appalachian Coal Mines & Railroads, *Dixon* - $12.95
ACL: Diesel Locomotives, *Calloway* - $39.95
Baldwin Locomotive Works, *Brown* - $28.95
B&O Color Guide - $38.95
B&O, *Salomon, Oroszi, Ori*
Vol 1: New York to Cumberland - $35.49
Vol 2: Cumberland to Chicago - $35.49
B&O East End: Neck of the Bottle, *Hollis, Roberts* $39.95
B&O Passenger Service, *Stegmaier*
Vol 1: National Limited Route - $19.95
Vol 2: Capitol Limited Route - $21.59
B&O Sand Patch, *Roberts* - $39.95
B&M in Color, *Plant* - $38.95
Boston Depots & Termnals, *Barrett* - $43.95
BN/SF 1994, 1995, or 1996 Annual - $35.95
Burlington Color V1, *Holck* - $39.95
C Lines, *Sweetland* - $18.49
Carolina & Northwestern, *Baumgarner* - $39.95
C&NW in Color (Vol 1) - $38.95
CB&Q Color Guide, *Spoor* - $38.95
CB&Q in Color (Vol 1or Vol 2), *Spoor* - $38.95
CGW in Color - $38.95
Classic Diesels of South, *Lamb* - $21.59
Confessions of a Train Watcher, *Morgan* - $31.95
Conrail Commodities, *Taylor* - $39.95
Conrail Motive Power Review (1986-1991), *Withers* $38.49
D&H Color Guide - $38.95
D&H in Color (Vol 2), *Plant* - $38.95
Diesel Locomotives: 1st 50 Years, *Drury* - $22.49
Diesels of the Southern Railway, *Withers* - $51.95
Dinner In Served, *Loveland* - $31.95
Dixie Line: NC&StL, *Castner* - $21.75
East Broad Top: Slim Gauge Survivor, *Mellander* $38.25
Erie in Color, *Sweetland* - $35.95
EL Color Guide - $38.95
Erie-Lackawanna in Color, *DeYoung*
Vol 1: West End - $35.95
Vol 2: New York State - $35.95
Vol 3: East End - $38.95
Vol 4: Early Years - $38.95
Fairbanks Morse in Color, *Boyd* - $38.95
Feather River Canyon, *Schmollinger* - $39.95
Ft. Worth & Denver Color Pictorial, *Goen* - $39.95
GN Color Guide, *Hickcox* - $38.95
GN Color Pictorial (Vol 1 or 2), *Shine* - $39.95
GN Equipment Pictorial (Vol 1 or 2) - $39.95
GN Pictorial (Vol 3 or 4), *Stauss* - $39.95
GM&O Color Pictorial, *Wallin* - $39.95
Heart of PRR, *McGonigle* - $15.25
IC in Color - $38.95
Impossible Challenge, *Harwood* - $51.95
JC/LV Color Guide, *Bossler* - $38.95
Jersey Central in Color, *Brennan* - $35.95
Jersey Central in Color (Vol 2), *Brennan* - $38.95
Jersey Central Story, *Carleton* - $30.49
Lackawanna in Color, *Sweetland* - $35.95
Lake Shore & Mich Southern, *McLellan, Warrick* $31.95
L&NE: Color Retrospect, *Lilly* - $37.95
LV in Color (Vol 1 or 2), *Yanosey* - $35.95
LV in NY State: Upstate Odyssey, *Dann* - $23.95
Lehigh Valley RR, *Archer* - $35.95
Lehigh Valley: New York Division, *Bednar* - $41.95
Lionel Inspiration, *Brennan* - $38.95
L&N: Old Reliable, *Castner* - $23.95
Manhattan Gateway, *Middleton* - $35.95
Memoirs of Steelworker, *Kuchtka* - $10.49
Milwaukee in Color
Vol 1: East of Milwaukee - $38.95
Vol 2: In Milwaukee - $38.95
Vol 3: Wisconsin/Michigan - $38.95
Milwaukee Under Wire in Color - $38.95
Minneapolis & St. Louis in Color, *Green* - $38.95

SPRING STORE HOURS

Sat February 14 10 - 4
Sat March 21 10 - 4
Sat April 18 10 - 4
Sat May 9 10 - 4

or by appointment

Complete selection of in-print books and videos. Extensive selection of out-of-print books, timetables, reports, etc.

Directions: 1/2 mile west of Route 145 at HiWay Restaurant at 1321 Rising Sun Road in Laurys Station.

Always buying railroad and mining collections, large or small, paper or hardware. Try us first for satisfaction.

Montour Railroad, *Schaeffer* - $23.95
Hardbound - $39.95
NH: Final Decades, *Hartley* - $39.95
New Haven Power, *Staufer* - $63.95
NYC Color Guide - $38.95
NYC Color Photography Nowak (Vol 1) - $35.95
(Vol 2 or 3), *Nowak* - $38.95
NYC Later Power, *Staufer* - $55.95
NYC Lightweight Cars, *Doughty* - $23.49
New York Central Trackside, *Marvel* - $38.95
NYC Trains of the Future, *Doughty* - $20.95
NYC Steam Vol 1 - $38.95
New York City Historic Transit Maps - $23.95
NYO&W Diesels, *Mohowski* - $23.95
NYO&W and Dairy Industry, *Mohowski* - $49.95
NYO&W in Color, *Lubliner* - $38.95
NKP in Color (Vol 1,2 or 3) - $38.95
NKP Passenger Service: Post War, Holland - $21.59
N&W V1 in Color, *Nichols* - $38.95
Northern Pacific (Vol 1 or 2), *Shine* - $39.95
Northwest's Own Railway (Vol 2), *Grande* - $64.95
Northwestern: C&NW, *Grant* - $39.95
Pacific Electric in Color (Vol 1), *Copeland* - $38.95
Pennsylvania Trolleys (Vol 1), *Volkmer* - $38.95
Pennsy Power, *Staufer* - $39.95
PRR Color Guide V1 - $35.95
PRR Color Guide V2 - $38.95
PRR Diesel Review, *Carleton* - $35.95
Pennsy Diesel Years (Vol 2, 3 or 4), *Yanosey* - $35.95
Pennsy Diesel Years (Vol 5 or 6), *Yanosey* - $38.95
PRR Electric Years, *Volkmer* - $35.95
Pennsy Steam Years V1 - $35.95
Pennsy Steam Years V2 - $38.95
PRR: Hudson to Horseshoe, *Volkmer* - $38.95
PRR Trimph 1, *Roberts* - $51.95
Phoenix Bridge, *Winpenny* - $15.95
Pullman Paint and Lettering, *Dubin* - $19.95
Railroad Atlas:
Vol 1: Northeast - $18.40
Vol 2: California/Nevada - $19.25
Vol 3: Colorado/Utah - $18.40
Vol 4: Arizona/New Mexico - $18.40
Vol 5: Illinois/Wisconsin/Mich Peninsula - $18.40
Vol 6: Indiana/Ohio/Michigan - $18.40
Vol 7: Appalachia/Piedmont - $19.25
Railroads in the Ohio Valley, *Harvey*
Vol 2: Huntington to Cincinnati - $19.95
Reading Color Guide, *Bossler* - $38.95
Reading Diesels (Vol 1): First Gen, *Woodland* - $43.95
Reading Diesels (Vol 2): Second Gen, *Woodland* - $47.95
Reading Railroad: History of Coal Age Empire, *Holton*
Vol 1: 19th Century - $51.95
Vol 2: 20th Century - $54.95
Reading Steam in Color, *Plant* - $38.95
Rio Grande Color Guide - $38.95
Rio Grande Secret Places, *Farewell* - $31.95
Rio Grande Southern Story, *McCoy, Collman, Graves*
Vol 3: Vance Jct to Ophir - $55.95
Vol 4: Ophir Loop to Rico - $55.95
Vol 5: Rico and Mines Above - $55.95
Vol 6: Rico to Delores - $55.95
Rock Island Color Guide - $38.95
Rock Island Color Pictorial (Col 1 or 2), *Marre* - $39.95
Rock Island in Color, *Stagner* - $38.95
Rock Island in Color, *Marvel* - $38.95
SF: Gateway to West (Vol 1), *Duke* - $47.95
Santa Fe in Color (Vol 1, 2, 3 or 4), *Stagner* - $38.95
Santa Fe Color Guide, *Stagner* - $38.95
Santa Fe CF7s, *Poole* - $19.95
SOO in Color, *Wise* - $38.95
SP in the Bay Area, *Drury* - $15.25
SP Coast Line, *Signor* - $51.95
SP Colorful Shasta Division, *Dill* - $39.95
SP: Oregon Division, - $47.95
Spokane, Portland & Seattle, *Austin, Dill* - $59.95
Trail of Blue Comet (CNJ), *Baer, Cozey* - $55.95
Trainmaster - $23.95
Union Pacifc Color Guide (Vol 1 or 2) - $38.95
UP Official Color Photography (Vol 1) - $38.95
UP Type (4-12-2) Vol 2, *Kratville* - $67.95
UP: Salt Lake Route, *Hemphill* - $47.95
UP Steam V1, *Stagner* - $38.95
UP Switchers & Slugs, *Strack* - $19.95
Walt Disney's Railroad Story, *Broggie* - $47.95
Western Maryland Diesel Locomotives, *Stakem* - $19.95
Wisconsin Central - $39.95

Northern Pacific Classic Steam Era by Lorenz Shrenk and Robert Frey

NP Steam from 1905-1925 $47.95

Penn Central Color Guide

All-color album of PC equipment and cars $37.95

Black Gold Black Diamonds, Hirsamaki

Story of Pennsylvania RR dieselization $35.95

Railroads Indiana by Simons, Parker

History of railroads in Indiana from 1838 $39.95

Pennsy Color Pictorial by Schafer

Color look at PRR $15.95

Santa Fe: Gateway to LA (Vol 2), Duke

Passenger & freight service, Fred Harvey System, steam & diesel locomotives $47.95

Trackside East of Hudson

Bill McChesney's color album $37.95

NYC in New England V 1 or 2, Jones

Two volume all-color album of Boston & Albany $39.95 each

Texas & Pacific Color Pictorial, Goen

All color album of T&P 39.95

Canadian Pacific Color Guide

All-color album of CP equipment and cars $37.95

DISCOVER VISA MasterCard

Telephone Orders Accepted

Now on the web http://www-rails-n-shafts.com
E-mail: rns@rails-n-shafts.com

TO ORDER: For postage and handling, please add to the order total, $2.75 for one, $3.75 for two, and $4.75 for three or more books and/or videos. For foreign orders, please include $4.00 for the first and $2.50 for each additional book or video for postage, and remit in US$. Pennsylvania residents, please add 6% sales tax. Avoid delays in order shipment and recheck addition and add correct postage. Incorrect orders will be returned. Prices subject to change without notice. Rush delivery available, please ask. Make checks and money order payable to Rails 'N' Shafts. Catalog sent with all orders or send SASE. Sales ends last day of magazine cover month. Your satisfaction is guaranteed.

VIDEOS

Classic Chicago Railroads (Pentrex) - $15.95
Across the Heartland (SF Chillicothe Div) (Pentrex) $22.49
Countdown to Merger (SF Marchelline) (Pentrex) $22.49
Both SF Videos - $37.75
Conrail Hot Spots East (Pentrex) - $29.95
Conrail Hot Spots West (Pentrex) - $29.95
Conrail West Slope (Green Frog) - $31.95
Conrail: Pittsburgh-Crestline (Green Frog) - $31.95
Conrail Middle Division (Green Frog) - $31.95
Eastern Kentucky Coal (Pentrex) - $29.95
Florida East Coast (Green Frog) - $35.95
Last of the Giants (Pentrex) - $14.95
Last of the Giants (Vol 2 or 3) (Pentrex) - $29.95
LV: Penobscot Mountain (DIW) - $27.95
Milwaukee (3-tapes) (pentrex) - $39.95
Montana Rail Link (Pentrex) - $29.95
Penn Central (2 tapes) (Green Frog) - $39.95
PRR: Steam/Electric 1936-52 (DIW) - $27.95
PRR: Steam/Electric 1955-62 (DIW) - $27.95
PRR in New Jersey (PRSL, NY&LB) (DIW) - $27.95
PRR: Philadelphia Terminal (DIW) - $27.95
Steam Over Tennesse Pass (Pentrex) - $22.95
Tracks Ahead (Vol 1, 2, 3 or 4) (Pentrex) - $16.95

TOUR CHINA STEAM & MORE ..Its 2357 on the steam clock. Several trips in 1998, maybe 99, catching the twilight of China's working mainline steam: 2-8-2's & 2-10-2's. North as well as Southern China: From $2100 for 9/10 day options, upwards approximately to $3600 for two weeks. Departures. (1) April 15-18-25 ends May 3. (2) June 13 ends June 28. (3) Oct 17-28-31 ends Nov 8. (4) Southern-San Mao Ry Steam Nov. 8 thru 16. INCLUDES: AIR - LODGING - TRAIN TRIPS - MOST MEALS - GUIDES. also other steam tours with TEFS; Australia (Aug) Hedjaz (Jul) & more. Info. Kent Patterson, 95 North Broadway A2-2, White Plains, N.Y 10603 Tel 914-428-0723 Fax 914-428-1287. Email. nycentral@internetmci.com
See China Rail webs-te: http://severn.dmu.ac.uk/~mlp/crsg.html

AUTHENTIC RAILROAD GRADE
POCKET WATCHES
HIGH GRADE * FULLY RESTORED
VINTAGE * WARRANTEED

For a Professional 2-Hr Video of Our Watches, send $10 (fully refunded with 1st order) to:
INTERNATIONAL TIMEKEEPERS
780 N Western Ave*Nogales AZ 85621*520-287-6578
FREE Brochures also available on request

Available Soon!

L&N

Louisville & Nashville
Cumberland Valley Division
$30.00

The L&N's coal-rich Cumberland Valley Division from the 1950s until the late 1970s in an album of around 200 B&W photos with maps, timetable excerpts, and other information. Noted author and photographer Ron Flanary takes us back for a look at Appalachian railroading at its best.

***NEW!* East Broad Top**
Slim Gauge Survivor $48.00
Call or Write for Other Titles

Postage Paid in the United States.
Outside the U.S. Add $3.00 Per Book for Shipping.
In Maryland Add 5% Sales Tax. Dealer Inquires Welcome.

OLD LINE GRAPHICS
1604 WOODWELL ROAD,
SILVER SPRING, MD 20906
301-460-9193
(Monday - Friday, Noon to 7PM EST)

EMPLOYMENT OPPORTUNITY

Master Mechanic

Immediate fulltime opening for a person to manage the Mechanical Department for the premier historic steam railroad in the U.S. Individual would be responsible for locomotive and rolling stock maintenance. Applicant should possess supervisory, boiler maintenance, welding and machine shop skills. Salary commesurate with experience.

Please send resume to :

Cumbres & Toltec Scenic RR
P.O. Box 789M
Chama, NM 87520

RIVERTON (SPRINGFIELD), ILLINOIS, May 2. 12th Annual meeting of the Illinois Traction Society (Illinois Terminal Railroad interest group) at the Knights of Columbus Hall at 9am. Self-guided tours of IT sites, clinics, slide shows, dinner and more. Information and dinner reservations from Dale Jenkins, 264 Victoria Avenue, Decatur, IL 62522-1835; 217/423-4877.

WILMINGTON, DELAWARE, May 16. 10th Annual Delaware Transportation Festival at the Wilmington Amtrak station, 10am-5pm. Rolling stock displays from vintage equipment to Amtrak's newest, train rides, Operation Lifesaver and other transportation displays. Free admission. Information from Steve Welch, Special Projects Manager, Delaware Transit Corp., 400 South Madison Street, Wilmington, DE 19801-5114; 302/577-3278 ext. 3401.

JEWETT, OHIO, May 17. *Dresden Village Express* steam-powered trip sponsored by the Mahoning Valley Railroad Heritage Association and the Ohio Central Railroad. Trip departs Jewett 8:30am. Three-hour layover in Dresden. Fare $39.95 per person (checks payable to "MVRHA") from Steam Train Trip, P.O. Box 3055, Youngstown, OH 44511; MC/Visa users can call 800/571-1199.

BLANDON, PENNSYLVANIA, May 23. PicnicRail '98 sponsored by the Anthracite Railway Historical Society, Conrail Historical Society, Schuylkill Valley Model Railroad Club and the Hawk Montain, Lehigh Valley and Pottstown & Reading Chapters NRHS. Afternoon videos and photography seminar, hot buffet served at 5pm, evening slide show by R&R editor Steve Barry, all along Conrail's former-Reading main line. Tickets $9, kids 3-12 $4.50 from HMRHS, c/o. Phil Reppert, 17 Adele Avenue, Blandon, PA 19510.

WHITE PASS & YUKON ROUTE (P.O. Box 435, Skagway, AK 99840) will operate steam excursions between Skagway, Alaska, and Bennett, British Columbia, 80 miles round trip. Fare is $156 adults, $78 children and includes lunch. Dates are June 13 & 27, July 11 & 25 and August 8 & 22. For a brochure or reservations call 800/343-7373.

CLINTON CORNERS, NEW YORK, July 4-September 13. Exhibit on "Connections" at the Clinton Exhibit Center, Route 115 (1 mile from the Taconic Parkway). Exhibit shows how rail connections to the outside world affected the people and businesses of Dutchess County. Hours 10am-4pm Saturday and Sunday, donation requested for admission. Information: 914/266-5494.

SYRACUSE, NEW YORK, July 7-12. National Railway Historical Society annual convention. Scheduled activities include **July 7** Steamtown including excursion with runbys, behind-the-scenes tours; **July 8** Tioga Scenic Railway or O&W bus tour; **July 9** Mohawk, Adirondack & Northern and Adirondack Scenic Railroad from Utica to Old Forge; **July 10** RDC trip over NYS&W's "Ontrack" service, railroadiana show, seminars and banquet with Walter Rich of NYS&W as speaker; **July 11** NYS&W excursion from Syracuse to Binghamton with Chinese 2-8-2 142; **July 12** Finger Lakes Railway excursion over ex-NYC Auburn Branch with two E8s. Information from Central New York Chapter NRHS, P.O. Box 229, Marcellus, NY 13108.

WILMINGTON, DELAWARE, July 25. 7th Annual Rail to the Fair excursion to Harrington and Frankford, Del., over Conrail's Delmarva Secondary using Amtrak equipment. Train departs Philadelphia 9am, Wilmington 9:43am, with additional boarding locations. Ticket prices range from $22.50 (Harrington-Frankford) to $67.50 (Philadelphia-Frankford). For complete fares and additional boarding locations contact Christie Hoffman, Delaware Transit Corp., 400 South Madison Street, Wilmington, DE 19801-5114; 302/577-3278 ext. 3412.

BOSTON, MASSACHUSETTS, September 12-19. *New England Fall Foliage Express* luxury train to railroad attractions in Maine, New Hampshire, Vermont, Connecticut and Rhode Island. Attractions include Conway Scenic and Mt. Washington Cog Railway. All travel during daylight, some segments of journey covered by motorcoach, all nights in hotels. Fare $2199 per person, double occupancy, includes all transportation, lodging, all attractions an most meals. Information from Great Train Escapes Rail Tours, Inc., 6417-A Fauntleroy Way SW, Seattle, WA 98136; 800/895-2554.

INTERNATIONAL TOURS

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 530/836-1745 or 800/359-4870) is sponsoring the following foreign trips. Call or write for a complete catalog.

Ecuador, August 8-16, 7 charter trains with steam and railcars.

South America, October 17-November 8, 21 charters in Chile, Argentina, Paraguay and Bolivia.

NEW YORK RAILROAD ENTHUSIASTS, P.O. Box 040320, Staten Island, NY 10394 (e-mail NYRRE@JUNO.COM) is sponsoring a tour of **Holland and England,** April 27-May 7, 1998. Included is a Chunnel crossing, transit tours of The Hague, Amsterdam and London, rail museums, more. Price $1925, double occupancy. Write or e-mail for more details.

TEFS RAILWAY TOURS LIMITED (189 Spring Beauty Drive, Lawrenceville, NJ 08648) is sponsoring the following foreign steam tours. Send a SASE for details.

China, four different departures.

Hejaz, Jordan and Syria, July 18-August 2. Steam trains on the former Hedjaz Railway.

Australia Steam Extravaganza, August 1-24. Cairns, Brisbane, New South Wales.

Myanmar, December 26-January 10. Main line steam charters and scheduled branch line trains.

RAILROADIANA MEETS

PERRIS, CALIFORNIA, March 7. Spring Railroadiana Swap Meet at the Orange Empire Railway Museum, 2201 South "A" Street, 9am-2pm. Train and trolley operation 10am-5pm. Admission $3 for swap meet only, $7 all day pass includes train rides, kids 5-11 pass $5, under 5 free. Information: Orange Empire Railway Museum, P.O. Box 548, Perris, CA 92572-0548; 909/657-2605.

CLASSIC TRAINS AND EXHIBITIONS (c/o Glen Groff, 3385 Brigadoon Circle SW, Dalton, OH 44618; 800/833-0612) will have the following shows. Unless otherwise noted, hours are 10am-4pm and admission is $3 adults, kids under 12 free,

March 8, Fremont/Port Clinton, Ohio, Holiday Inn.
March 15, Akron, Ohio, Hilton Inn West.
March 22, Canton/Belden Village, Ohio, Sheraton Inn.
March 29, Mars (Pittsburgh North), Pa., Sheraton Inn.

CLARK, NEW JERSEY, March 8. Annual Train Show & Sale sponsored by Jersey Central Chapter NRHS at Mother Seton High School, Garden State Parkway exit 135, 9am-3:30pm. Admission $4, family maximum $8. Information: Jersey Central NRHS Train Show & Sale, c/o Mitch Dakelman, 334 South 3rd Avenue, Highland Park, NJ 08904.

WARREN, MICHIGAN, March 8. Show & Sale sponsored by Gartiot Valley Railroad Club at Macomb Community College Field House, between 12 Mile & Martin Road and between Hayes & Bunert (off I-676), 10am-3pm. Admission $3, kids under 12 free. Information: Uwe Thormaehlen, 281 North Avenue, Mt. Clemens, MI 48043; 810/468-4877; e-mail michvhf.com/~gvrr.

FRANKFORD, DELAWARE, March 14. 5th Annual Indian River High School Toy & Train Show & Sale at Indian River High School Cafeteria. 9am-2pm. Admission $3, kids under 12 free with adult. Information: Tom Mahler at 302/945-4800.

RALEIGH, NORTH CAROLINA, March 14-15. North Carolina Railroadiana & Model Train Show at the North Carolina State Fair, Governor W. Kerr Scott Building, Saturday 9am-5pm and Sunday 10am-3pm. Admission $5 for two-day pass, kids under 12 free. Information: Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405; 330/755-1914.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm., Sundays 11am-4pm. Admission: $5 adults, $2 children 6-12 unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

March 14-15, Stony Brook, N.Y., SUNY at Stony Brook.
March 21-22, Timonium, Md., Maryland State Fairgrounds.
March 28-29, Hackensack, N.J., Farleigh-Dickinson University.
April 4-5, Novi, Mich., Expo Center.
April 4-5, Wilmington, Mass., Shriners Auditorium ($6 adult).

BURNABY, BRITISH COLUMBIA, March 15. 16th Annual Western Rails Model Railroad & Railroadiana Show, 9am-4pm, admission $2, family $5. Information: Paul Roy, 3874 Winlake Cres., Burnaby, B.C., V5A 2G5.

DEARBORN/DETROIT, MICHIGAN, March 15. Trainorama Extra sponsored by the Redford Model Railroad Club at the Dearborn Civic Center, 15801 Michigan Avenue at Greenfield, 10am-4pm. Admission $4, kids under 12 free with adult. Information: Steve Johnson, P.O. Box 225, Redford, MI 48240; 313/565-1027.

ST. LOUIS, MISSOURI, March 21. Railroad Swap Meet sponsored by Boeing Employees' Railroad Club - St. Louis (formerly McDonnell Douglas Railroad Club) at Greensfelder Recreation Complex at Queeny Park, 550 Weldman Road, 10am-3pm. Admission $2, under 12 free. Information: Wayne Schimmel, 733 Hwy Y, Winfield, MO 63389-2206; 314/668-6313 after 6:30pm CST.

FAIRFIELD, CONNECTICUT, March 29. Station Stop 98 sponsored by Housatonic Model Railway Club at Tomlinson Middle School, 200 Unquowa Road, 10am-4pm. Admission $4, kids $2. Information: Housatonic Railway Show, P.O. Box 234, Fairfield, CT 06430; 203/255-3795 Friday evenings.

SUSQUEHANNA, PENNSYLVANIA, March 29. Susquehanna Train & Toy Show sponsored by Susquehanna Fire Dept. at The Iron Horse Train Station, Erie Blvd., 9am-3pm. Admission $3, seniors $2, under 12 free. Information: Bob Burns, 417 Grand Street, Susquehanna, PA 18847; 717/853-4710.

SHIPPENSBURG, PENNSYLVANIA, March 29. 2nd Annual Model Railroad & Railroadiana Show at the Beistle Company, Walnit Bottom Road East, 9am-3pm. Admission $3, kids under 13 free. Information: Chris Marotte, P.O. Box 643, Chambersburg, PA 17201; 717/267-3152 from 6pm-9pm EST.

BATAVIA, NEW YORK, March 29. Great Batavia Train Show sponsored by Genesee Society of Model Engineers at Batavia Downs Race Track, 8315 Park Road, 9:30am-3:30pm. Admission $3, students $1, under 12 free. Information: Mike Pyszczek, P.O. Box 75, Oakfield, NY 14125; 716/768-4579.

SALEM, OREGON, April 4-5. Great Northwest Train Show & Swap Meet at the Jackman Long Building, Oregon State Fairgrounds, 2230 17th Street NE, Saturday 10am-5pm, Sunday 11am-4pm. Admission $5, kids under 12 free with adult. Information: Jim & Kathy Walburn, 623 South Jefferson Street, Albany, OR 97321-2951; 541/928-5243.

GLEN ELLYN, ILLINOIS, April 5. 17th Annual Chicagoland Railroad Collectibles Show at the College of DuPage, Athletic Building, South of 22nd Street and Park Blvd., 10am-3pm. Admission

Videos and Books at Great Prices!

Serving You Since from McMillan Publications Fast Service

Stocking titles from 50 of North America's Best Producers and Publishers

Books

FOUR WAYS WEST PUBLICATIONS	
1996 BNSF Motive Power Annual	$34 95
Great Northern Pictorials - Vols 1 to 4, each	$35 95
Gulf Mobile and Ohio Color Pictorial	$35 95
Northern Pacific Color Pictorials - Vols 1 & 2, ea	$35.95
SP's Colorful Shasta Route	$35.95
McMILLAN PUBLICATIONS, INC.	
Wheat Lines and Super Freights (Santa Fe)	$64.95
MORNING SUN BOOKS	
Boston & Maine In Color	$35.50
C&NW In Color - Vol 1	$35.50
CB&Q In Color - Vol 2	$35.50
Chicago Great Western	$35.50
Erie Lackawanna in Color - Vol 4	$35.50
Fairbanks-Morse Locomotives	$35.50
Milwaukee Road In Color - Vols 1, 2 & 3, each	$35.50
Norfolk & Western - Vol 1: 1945-1964	$35 50
Pacific Electric in Color - Vol 1	$35.50
Pennsy Steam Years - Vol 2	$35.50
Santa Fe in Color, Vols 1 to 4, each	$35.50
Santa Fe Color Guide to Frt and Psgr Equipment	$35.50
Soo Line In Color	$35 50
Under Milwaukee Wires	$35.50
STEAM POWERED VIDEO RAILROAD ATLASES	
Appalachia and Piedmont ... (new!)	$22 00
Arizona and New Mexico	$21.00
California and Nevada . (post merger edition)	$22.00
Colorado and Utah	$21.00
Great Lakes East	$21.00
Great Lakes West	$21.00
North East U.S.A.	$21.00
WITHERS PUBLISHING	
Diesels of the Chicago & North Western	$43.50
GE's Dash 8 - C Series	$19.95
EMD's SD60 Series	$23.95
Train Master	$23.95
Union Pacific Switchers and Slugs	$19.95

Railfan Timetables

ALTAMONT PRESS	
California Region #8 (CA)	$13.00
Intermountain Region #2 (WY, MT & S. ID)	$11.00
Pacific NW Region #4 (WA, OR & N. ID)	$12.00
Rocky Mountain Region #4 (CO, UT & NV)	$12.00
Southwest Region #3 (NM, AZ and W. TX)	$12.00

Videos

BIG E PRODUCTIONS	
Montana Rail Link in the Rockies	$29.95
Wisconsin Central 1997	$31.95
C VISION PRODUCTIONS	
BNSF Crossing the Cornbelt (Marshall Sub)	$23.95
C&NW's "Cowboy Lines"	$23.95
C&NW From the Cab	$17.95
Cornhusker Mainline (UP's Council Bluffs Sub)	$23.95
Wyoming Coal Trains	$23.95
CHARLES SMILEY PRESENTS	
Southern Pacific By the Bay	$23.95
Southern Pacific - The Missing Years	$19.95
Southern Pacific Scrapbook	$23.95
Southern Pacific Sunset Salute	$23.95
Tennessee Pass	$23.95
G. TRAIN VIDEO PRODUCTIONS (GTVP)	
CP Shuswap Sub (Revelstoke to Kamloops)	$31.95
CN-CP Thompson and Fraser Canyons	$31.95
UP-BNSF Columbia River Gorge	$31.95
BNSF Minot, ND to Belton, MT	$31.95
UP LaGrande, OR to Nampa, ID	$31.95
GOODHEART PRODUCTIONS	
4960 - Steam Star of the Grand Canyon Railway	$23.50
Great Steam Safari South Africa Revisited	$23.95
GREEN FROG PRODUCTIONS	
Best of Passenger Trains - The East	$23.50
Chicago Odyssey - Vols 1 & 2 (2 tape sets), ea	$59.95
Conrail - Middle Division	$31.95
Conrail - Pittsburgh to Crestline	$31.95
CSX - Vols 1 to 6, each	$31.00
CSX - Vol 7	$23.50
Erie Lackawanna (2 tape set)	$56.95
Florida East Coast	$35.50
NYC Odyssey - Vols 1 & 2 (2 tape sets), each	$54.95
Norfolk Southern - Atlanta to Chattanooga	$31.00
Penn Central (2 tape set)	$34.95
Rock Island Railroad	$31.95

New Books

DPA-LTA ENTERPRISES	
1998 Edition Locomotive Rosters	$19.50
FOUR WAYS WEST PUBLICATIONS	
1996 BNSF Annual	$34.95
PA - Alco's Glamour Girl	$35.95
Texas & Pacific Color Pictorial	$35.95
HUNDMAN PUBLISHING	
Northern Pacific - Classic Steam Era	$47.95
Southern Pacific Oregon Division	$47.95
KALMBACH PUBLISHING COMPANY	
Domeliners *(due Feb)*	$39.50
Wisconsin Central: Railroad Success Story	$35.95
MORNING SUN BOOKS	
CP Color Guide to Frt and Psgr Equipment	$35.50
East of the Hudson: 1941-1953	$35.50
New York Central Trackside	$35.50
Penn Central Color Guide to Frt and Psgr Equip	$35.50
Rio Grande in Color - Vol 2	$35.50
PAIRED RAIL RAILROAD PUBLICATIONS	
The Santa Fe Diesel-1935 to 1960 - Vol 1	$45.50
PENTREX	
Boston & Albany - Vols 1 and 2, each	$39.95
TLC PUBLISHING	
B&O Passenger Service - Vol 2	$21.75
Classic Diesels of the South	$20.95
L&N Diesel Locomotives	$21.75
New Haven Railroad in the Streamline Era	$28.50
Nickel Plate Passenger Service - Postwar Years	$21.75
WITHERS PUBLISHING	
Conrail - The Final Years	$39.50
Diesels of the Southern Rwy 1939-1982	$52.95

New Videos

BIG E PRODUCTIONS	
BNSF - UP Puget Sound Joint Line	$29.95
BNSF on Marias Pass	$29.95
Canadian National on Yellowhead Pass	$29.95
UP and BNSF at Rochelle, IL (2 tape set)	$45.95
CATENARY VIDEO PRODUCTIONS	
Southern Pacific Shasta Route - Vols 1 & 2, ea	$29.95
CLEAR BLOCK PRODUCTIONS	
Kansas City Southern - Vols 1 & 2	call
Vignettes of the Lehigh Valley, Vols 1 & 2	call
G. TRAIN VIDEO PRODUCTIONS	
BNSF - Cleburne to Houston	$31.95
UP Mainline - Poplar Bluff to Texarkana	$31.95
GOODHEART PRODUCTIONS	
Hooters on the Blue Ridge	$23.50
GREEN FROG PRODUCTIONS	
Early Diesels	$23.50
Passenger Trains of the 60's - Vols 1 and 2, ea	$13.95
Passenger Trains of the 60's - Vol 3	$16.95
Special: **all 3 Psgr Trains of the 60's**	$42.50
HERRON RAIL VIDEOS	
Prairie Rails	call
Rails West	call
Steam & Diesel on the NKP - Vol 2	call
HIGHBALL PRODUCTIONS	
Along the Feather River	$28.50
British Columbia Railway	$28.50
Marias Pass	$28.50
MARK 1 VIDEO	
Memories of the Lehigh Valley - Vols 1, 2, 3 & 4	call
Summer Steam Spectacular - Vols 1 and 2	call
MIDWEST VIDEO	
Belt Lines: EJ&E-IHB-B&OCT	$23.95
PENTREX	
Big Boys on TV	$22.50
From Sea to Sky - BCR Cab Ride	$22.50
Steam to Squamish (BCR)	$15.50
Tribute to Tennessee Pass	$22.50
PLETS EXPRESS	
Soo Line 1003	$31.95
Wisconsin & Southern	$31.95
SPINNAKER PRESENTATIONS	
Railroading Hot Spots: Northern California	$16.95
Railroading Hot Spots: Southern California	$16.95
Santa Fe Warbonnets Through Raton Pass	$16.95
Tennessee Pass - Vols 1 and 2, each	$16.95
The Return of Stampede Pass (BNSF)	$16.95
The Royal Gorge Route	$16.95
SUNDAY RIVER PRODUCTIONS	
Otto Perry's Rio Grande Articulateds - Vols 1 & 2	call

GREEN FROG PRODUCTIONS **(continued)**	
Santa Fe Odyssey - Vols 1 & 2 (2 tape sets), ea	$49 95
Santa Fe Odyssey - Vol 3 (2 tape set)	$40 50
Union Pacific Super Railroad - Vols 1 & 2, each	$31 00
Union Pacific Super Railroad - Vol 3	$14 50
Union Pacific Super Railroad - Vol 4 (OSL)	$23 50
Union Pacific Super Railroad - Vol 5	$14 50
Union Pac. Odyssey-Vols 1 & 2 (2 tape sets), ea	$49 95
GREG SCHOLL VIDEO PRODUCTIONS	
America By Rail - Route of the Southwest Chief	$19.95
America By Rail - The Heartland	$19 95
America By Rail - The West Coast	$19 95
America By Rail - Winter Wonderland	$19.95
Tennessee Pass & The Royal Gorge Route	$23 95
HIGHBALL PRODUCTIONS	
East Broad Top Fall Spectacular 1996	$23 50
Highball Along the Columbia (2 tape set)	$39.50
Highball Over Tehachapi	$23 95
KCS and Kudzu (KCS east/west line)	$23 50
New England Central	$23 95
Sherman Hill (UP)	$23 95
Stacks & Semaphores (SP in New Mexico)	$23 50
The Pokey (Norfolk Southern)	$28.50
Union Pacific's Salt Lake Route	$27.50
Winter on Tennessee Pass (SP/UP)	$28 50
Winter on Kicking Horse Pass (CP Rail)	$23.50
Winter on Montana Rail Link	$28.50
Wisconsin Central	$28 50
ICON VIDEO PRODUCTIONS	
Donner Pass - Granite Series Vol 1	$12.95
Feather River Canyon - Granite Series Vol 2	$12.95
Shasta Route - Granite Series Vol 3	$12.95
Southern Pacific's Coast Line	$17.95
Western Pacific Feather River Canyon	$22.95
Yesterday's Santa Fe (1960s/1970s)	$22.95
MIDWEST VIDEO PRODUCTIONS	
BRC East End and BRC West End, each	$23.95
Conrail - Vol 1 (Chicago to Elkhart)	$23.95
Motive Power on the Belt Rwy of Chicago	$23.95
Norfolk Southern - Vol 1 (Chicago to Ft. Wayne)	$23.95
River Crossings	$19.00
Tower Junctions (Chicago area)	$19.00
UP/C&NW Geneva Sub - Vols 1 and 3, each	$23.95
UP/C&NW Geneva Sub - Vol 3	$23.95
PENTREX	
Burlington Northern's Funnel	$16.95
Classic Chicago Railroading	$15.50
East Broad Top	$23.50
Steam Over Tennessee Pass	$22.50
Tracks Ahead, Vols 1 to 4, each	$18.50
Union Pacific's Marysville Sub, Vols 1 & 2, ea	$22.50
Special: **both Marysville Sub tapes**	$43.50
PLETS EXPRESS	
BN's Mississippi River Route	$38.95
C&NW in Northwest Wisconsin	$38.95
Chicago Central - The Last Days	$31.95
Dakota, Minnesota & Eastern	$31.95
Duluth, Winnipeg & Pacific	$31.95
RAIL INNOVATIONS	
Algoma Central Railway	$23.95
Algoma Central Railway Tour Trains	$16.95
CP Rail's Big Alcos	$16.95
Tracks of the Black Bear (Algoma Central)	$23.95
RAILWAY PRODUCTIONS	
BNSF Stevens Pass	$23.95
REVELATION AUDIO-VISUALS	
Mid-America at Mid-Century	$23.95
Mexican Trilogy:	
Hundred Year Dream - The Chihuahua Pacific	$23.95
Seaside Alco-Southern Pacific of Mexico	$23.95
Desert FT-Sonora Baja California Railway	$23.95
Special: **all three Mexican tapes**	$59.00
TRAINS MAGAZINE	
On Location - Amtrak's Northeast Corridor	$22.95
On Location - Appalachian Conquest	$22.95
On Location - BN's Chicago Racetrack	$22.95
On Location - Cajon Pass	$22.95
On Location - Cascade Crossing	$22.95
On Location - Conrail's Chicago Gateway	$22.95
On Location - Heart of the Wisconsin Central	$22.95
On Location - Horseshoe Curve	$22.95
On Location - Rails Around the Bay Area	$22.95
On Location - Sand Patch	$22.95
On Location - Stevens Pass	$22.95
On Location - Tehachapi	$22.95
Today's EMD Diesels	$15.50

POSTAGE AND HANDLING: United States: $4.00 per order (No charge for orders over $100.00 when shipped at one time to a single address.) **Canadian and International: $5.00 for first item and $2.00 for each additional item** when shipped to a single address.

600 Video and Book Titles in Stock. Write or call (303) 456-4564 for Free List!

Colorado Residents add 7.50% Sales Tax

U.S. and Canadian Credit Card Holders Order Toll Free

1-800-344-1106

- MasterCard
- Visa
- Discover
- American Express

Office hours: Mon-Sat 8 a.m. to 6 p.m.; Sun 1 p.m. to 6 p.m. MOUNTAIN TIME

Order Now

McMILLAN PUBLICATIONS, INC.
9968 West 70th Place
Arvada, Colorado 80004-1622

24-Hour Fax: (303) 456-2049
Information: (303) 456-4564
Email: FP45@AOL.com

Quality Railbooks since 1976

All color books (48 pages each) NEW !

A Colorful Look At: The Chicago North Western by Gerard Bernet $19.95
80 photos show the CNW in the last 30 years in this brief look at the railroad. The book contains both action and roster shots.

A Colorful Look At: Conrail's SD-40 and SD40-2's by Gerard Bernet $19.95
66 views of both action and roster shots. Complete roster and mechanical specs. are done in chart form.

PTC Rails by Kramer & James $21.95
104 pages with over 200 black & white photos and illustrations giving an in depth look at Philadelphia's trolleys before SEPTA

The Hard Coal Carriers:
Vol. 1 - "First Generation Geeps"
by Gerard Bernet $19.95
80 page with 11 color and 119 B&W photos of GP7, 9 & 18's of EL, Erie, DLW, CNJ, LV and RDG.
Vol. 2 - "Camelback Twilight"
by Gerard Bernet $19.95
96 page 130 B&W photos on Jersey Central passenger camelbacks

Change At Ozone Park $18.95
by Herbert George 80 pages with 12 color and 112 B&W photos on LIRR Far Rockaway & Rockaway Beach Branches.
Pennsy K-4's Remembered $6.95
by Frederick Kramer
Electric Trains To Reading Terminal $17.95
by Wes Coates (almost gone)
The Handsomest Trains In The World ...$15.95
By Greenberg & Kramer (LV Psgr trains)
The Morristown & Erie Railway $8.95
by Bob Pennisi
Lehigh Valley Railroad Passenger Cars ..$13.95
by Mickey & Warfel
26 Miles To Jersey City $8 95
by Pete Komelski (CNJ stations)
Railroad Stations Of New England Today
V- 1 Boston & Maine. M. Beauregard . . .$7.95
by Mark Beauregard
Rock-A-Bye-Baby T. Taber $11.95

The Northeast Railroad Scene Series
Vol. 2 Lehigh & Hudson River $4.00
Vol. 5 The Jersey Central $6.00

PHOTOGRAPHS .....each $2.50
Our catalog lists over 5,500 different steam, diesel, electric & trolley photos printed on 8x10 paper. Catalog also lists books & videos of other publishers and misc. railroadiana $1.00 (free w/order)

ORDERING INFO: Orders under $25.00 add $2.00 P&H NJ residents add 6% sales tax. Foreign orders add 10% for shipping (minimum $4.00) allow up to 4 weeks for delivery. Dealer inquiries invited.

Dept. 101
P.O. Box 114
Flanders, NJ 07836

RAILROAD AVENUE ENTERPRISES

$3. Information: Steve Mazanek, P.O. Box 31344, Chicago, IL 60631; 773/775-5623.

LONDON, ONTARIO, April 18. Forest City Railway Society's 24th Annual Slide Trade & Sale Day at Fanshawe College, Room B1071, 1460 Oxford Street East, 11am-4pm. Admission $2. Information: Ian Platt, 1240 Glenora Drive, London, Ontario, Canada N5X 2P7; 519/438-3330.

COLUMBUS, OHIO, April 18. Buckeye Railroadiana & Model Train Show at the Ohio Expo Center, Lausche Building, 9am-4pm. Admission $4, kids under 12 free. Information: Gordon D. Hartranft, 58 Creed Circle, Campbell, OH 44405; 330/755-1914.

NEW BRAUNFELS, TEXAS, April 18. 11th Annual New Braunfels Railroad Jamboree sponsored by New Braunfels Historic Railroad & Modelers Society and the Bluebonnet Chapter NRHS at the Civic Center, 802 Seguin Avenue, 9am-5pm. Admission $5, kids $1. Information: Kermit R. Baese, 1285 Common Street, New Braunfels, TX 78130; 830/625-2656 9am-5pm.

PEORIA, ILLINOIS, April 19. Peoria Train Fair sponsored by the Illinois Valley and River City Railroad Clubs at Illinois Central College, Routes 116 and 24, 11am-3pm Admission $2, kids under 13 free. Information: Bob Lehman, 21 West Rutledge, Bartonville, IL 61607; 309/697-3012.

HELENA, MONTANA, April 26. 18th Annual Helena Railroad Fair at the Civic Center, 9:30am-4pm. Admission $2, kids under 12 free. Information: Bob Solomon, P.O. Box 4914, Helena, MT 59604; 406/442-6118.

STRASBURG, PENNSYLVANIA, April 26. Lancaster/Strasburg Train & Toy Show at Historic Strasburg Inn, Route 896, 9am-2pm. Admission $3, kids under 12 free. Information: Bill Siegler, 1749 Hemlock Road, Lancaster, PA 17603; 717/392-5515.

CAMERA BAG

by JIM BOYD

Through the viewfinder

THE VIEWFINDER is probably the most intuitive feature on a camera. You stick it up to your eye and frame the picture. It works for everything from an Instamatic to a Nikon. What you see it what you get! But how often do you really *see* what you see? A lot of thought should go into composing your photo, and it all begins in the viewfinder.

The viewfinder is so easy to use, that we often take it for granted — and our photography suffers from lack of thought. How many slides have you seen where the locomotive's nose is in the perfect center of the picture? A lot, I'll bet ya! It's the easiest mistake to make in photography — I call it "target fixation." You sight the camera like a gun —line up the nose of the approaching train in that round spot in the middle of the viewfinder screen and follow it into the "shot." You end up with the headlight in the middle with too much space in front of the train and a perfect 50/50 split between sky and ground. It's an okay picture, but it lacks the impact potential of almost any shot.

The basic rules of composition tell you that you want about a one-third/two-third split between sky and ground — it can be either more sky or more ground, but an equal balance is seldom very attractive. This "rule of thirds" also applies horizontally — you usually want the train to occupy about two-thirds of the frame, not just half of it. These rules are not absolute, but for general purposes, they are a starting point.

When I put the viewfinder to my eye, I will usually move side-to side and up-and-down to determine the elements that are within the range of the scene in front of me. Since even a blue sky is relatively featureless and uninteresting compared to the foreground, I will usually frame the photo so the ground and train make up that two-thirds portion of the ratio. If the idea is to show a sunset or cobalt sky with billowing white clouds, then reverse the judgment and emphasize the sky — but the point is to consider *both* options as you do your initial sweep of the scene.

Next, look for elements in the scene that you want to include in the photo — a building, a tree, a crossbuck, a mailbox or a colorful flower. Look for natural "lines" in the scene that lead to the subject, like the edge of a road or a fence line. Shifting a couple of steps to one side or the other can put the strongly defined edge of the road diagonally across the scene instead of stubbly protruding vertically from the middle of the bottom. And the separation between a road surface and surrounding vegetation can have a powerful effect on the resulting photo — some green grass in the foreground will usually look much more attractive than black tarmac — and even the rough texture of barren winter vegetation will usually be more interesting than pavement. This is also particularly true if the pavement is a very light color, like cement or open gravel, which can throw off your exposure. If I have to shoot over a light-colored pavement or gravel patch, I'll often try to find some vegetation at the edge of the pavement to cover it up — drop down a bit and reduce the angle and expanse of the pavement and add some vegetation to the foreground.

Look for natural or man-made "frames" in the scene — an overhanging tree, a fence line or a structure. You can add depth to a photo by framing the brightly lighted subject with a shadow-sided tree or building.

I tend to "pre-compose" a photo before the train arrives (I know the term is a bit redundant). I'll set up the scene with foreground and framing elements and let the train move into the scene. I'm holding motionless with the camera, rather than picking up the train in the distance and following it into the scene. This technique requires a slightly higher shutter speed to stop the action, but it usually results in a much more attractive and well thought-out image.

Another consideration is the verticals. In nature, except for a water horizon (*not* a distant shore line), there are usually no perfect horizontals for reference, but perfect verticals do exist — you just have to know where to look for them! The only vertical to trust is one in the exact *center* of the scene. As you get verticals near the edge of the frame, they are prone to "keystoning" where the perspectives converge. Be very wary of a perfect vertical at the edge of a frame — unless you are holding the back of your camera *absolutely* vertical, you will get keystoning at the edges.

Keystoning will occur whether you point the camera either up or down. If you have an element that looks distorted because of keystoning, try holding the camera back vertical and moving your body straight up

Most prices are good thru cover month or until our original supply is exhausted, whichever comes first. Prices are subject to change without notice

"BEST PRICES"

Fast Service – Satisfaction Guaranteed! • Compare & Save!

BOOKS • VIDEOS • WEARABLES • COLLECTABLES

"WE WILL NOT BE UNDERSOLD!"

SAVE EVEN MORE .. DON'T MISS OUR DOUBLE DIAMOND ◆◆ SUPER SAVER SPECIALS!

BOOKS

20th Century Limited, 128-103 ..... 19.25
Alabama Railroads, 250-1 ..... 34.82
American Narrow Gauge, 107-126 ..... 33.85
Amer. RR'D Frequencies, 14th Ed., 131-01079...13.95
Argent Lumber-Last of Swamprats (PFM), 120-015 28.25
AT&SF Color Guide Frt'l/Pass. Equip, 106-152 ...35.95
ATSF Coast Line Depots, Valley Div, V2, 102-11238.95
B&O Color Gde Frt/Pass Eq 106-164 ..... 35.95
B&O Sand Patch - Clash of Titans, 132-100 ..... 39.75
B&O V1 & V2, (EA), 110 ..... 33.50
Beauty of Railroad Bridges, 107-122 ..... 33.85
Berkshire & TX Type, 120-009 B Less D.J. 16.95
BR: Coal Country Trackside Guide, 175-106 ..... 21.75
BNSF 1994 & 1995 Annuals, 121 ..... EA 33.95
BNSF 1996 Annual, 175-111 GNP 35.95
BNSF 1996 Motive P'wr Annual-FWW, 121-025...33.95
Boston & Albany, V1, 164-102 ..... 38.95
Boston & Maine in Color, 106-181 ..... 35.83
British Columbia Railway, 204-101 ..... 56.95
Burlington Northern into the 90's, 121-013 ..... 34.95
Burlington Route, V1 (FWW), 121-010 ..... 34.95
By the EL, 140-118 ..... 29.50
C&NW in Color, 106-188 ..... 35.83
C&NW Rw'y Photo Archive 1973-96, 242-RR003 ..24.95
C&O Coal in Color, 168-114 ..... 30.95
C&O Diesel Locomotives, 168-102 ..... 28.75
C&O Dining Car Recipe Book, 168-104 ..... 14.95
C&O in the Coal Fields, 168-112 ..... 19.50
C&O Steamliners, 2nd to None, 168-101 ..... 24.95
CB&Q in Color, V2, 106-186 ..... 35.83
Cabooses of the Missouri Pac. RR'D, 229-101 ...58.73
CF7 Locos: From Clehorne/Everywhere, 247-1 ..◆◆18.75
Chasing Trains - R. Richardson, 148-128 ..... 40.50
Chicago Great Western in Col., 106-177 ..... 35.83
Chicago, St. Paul, Mins & Omaha RR'd,242-RR001 ..24.95
Chili Line & Santa Fe-City Dirl., 148-105 ..... 35.75
Cl'ss Frt. Cars, V3 (insul. box & reef.), 140-119 ....19.50
C-Liners-FM Line of Consol Locos, 119-116 ..... 16.75
Colorful Look at C&NW, 157-124 ..... 17.95
Cirful Look at Caurail's SD40's & SD40-2's, 157-120 ..14.95
Colo. & So.-Southern Div. (FWW), 121-020 ..... 34.95
Colorado Midland Rwy, 146-134 ..... 41.25
Confessions of a Train Watcher, 131-01081 ..... 31.50
Conrail Commodities, 172-101 ..... 36.75
CRM Annual '96-West. Rail Hist., 108-22 ..... 30.95
Diesel Locos-The First 50 Years, 131-01054 ..... 20.75
Diesels of the Chicago & NW, 119-110 ..... 43.25
Dinner is Served, 107-128 ..... 29.50
Donner Pass-Signor, 107-131 ..... 41.95
Durango-Always A RR'd Town, 148-106 ..... 35.95
EMD SD60, 119-115 ..... 24.95
Erie Lackawanna, V 1-4, 106 ..... EA 34.95
Fairbanks Morses's Train Master, 119-121 ..... 22.50
Feather River Cyn-UP, 109-B925 ..... 36.75
Ft Worth & Denver Color Pict, 121-026 ..... 34.95
GE's DASH 8-40C.CW/CM (Withers), 119-106 ..... 18.50
Ghost Trains & Depots of Georgia, 207-101 ..... 52.95
GN Freight Equip, BK1&2, 121 ..... EA 35.95
GN Color Pictorial V1-V4 (EA), 121 ..... 34.95
Gotham Turnstiles, 140-122 ..... 28.95
Great Northern Rwy 1945-70, 242-GN001 ..... 24.95
Gulf, Mobile & Ohio Color Pict., 121-027 ..... 34.95
Heart of the PA RR'd, 131-01071 ..... 14.50
In Search of Steam Donkeys, 223-101HC 46.95
Insull-Chicago Interurbans-In Color, 106-167 ....35.83
Lionel Inspiration, 106-189 ..... 35.83
Manhattan Gateway, 131-01057 ..... 32.95
Metrolink Commuter Train System, 107-125 ..... 13.95
Milwaukee RD in It's Hometown, 131-01080 ..14.75
Milwaukee Road 1850-1960, 242-MR001 ..... 24.95
Mil. Rd. in Col., Under Wires, 106-171 ..... 35.83
Mil. Rd in Color V1&2, 106-157 ..... 35.83
Milwaukee Rd, V3, 106-190 ..... 35.83
Missouri Pacific Diesel Power, 156-101 ..... 44.50
Montana Rail Link-Main St. of S. Mont, 191-110 ...26.95
Mont. Maris Pass: BN MEpass/BNSF Gde,175-10910.75
My Western Pacific, 245 ..... S/C 23.95 H/C 35.95
N&W in Color, V1, 106-179 ..... 35.83
N&W in the Appalachians, 131-01083 ..... 14.75
Nickle Plate RD Official Photo, V1, 128-127 ..... 20.50
N&W Diesels-Last Conquest, 128-134 ..... 12.95
New Haven Power, 142-108 ..... 61.95
N.J. Transit, 103-104 ..... 23.95
Norfolk Southern Diesel Locomotives, 128-123 .15.95
Northwests Own Rwy-SP&S, V2, 145-102 GRANDE..67.50
NP Color Pictorial, V1-2 (FWW), 121-000 ..... EA 34.95
NYC Diesel Locomotives, 128-118 ..... 22.95
NYC in the Hudson Valley, 131-01061 ..... 14.95
NYC Later Pwr 1910-1960, 142-109 ..... 54.85
NYC Light Weight Pass. Cars, 128-131 ..... 23.25
NYC Trains of the Future, 128-130 ..... 19.95
NY Ontario & Western Diesel Age, 111-112 ..... 21.75
Pac/ Elec.-Big Red Cars, 106-191 ..... 35.83
Pennsy Power-Stanfer, 142-110 ..... 43.95

— RECENT NEW BOOKS —

BNSF & MRL Loco Directory 1997, 175-113 ..... 20.95
C&O Freight Cars, Hop/Gens, V1, 168-118 ..... ◆◆22.95
Cabins Crummies & Hacks, V5, 140-121 ..... 28.95
Classic Diesels of the South, 128-129 ..... 21.95
Classic Freight Cars, V10, Work Trains, 140-120 ..... 22.95
Diesels of So. Rwy 1939-82, 119-114 ..... 49.95
Hidden Treasures, 223-104 ..... 36.84
HO Pictorial, Loco of D&RGW, Vol XI, 130-113 ..... 28.40
NKP Road Pass Serv.-P. War Trs., 128-135 ..... 21.95
Railroads of the Ohio Valley 1947-60, V2, 172-104..20.95
Walt Disney RR'D Story, 109-B926 ..... 45.92
Yellowstone Branch of Union Pacific, 248-100 ..... 17.95

— RECENT NEW VIDEOS —

BC Rails North End, 246-14 ..... 25.95
BNSF South of La Cross, WI, 246-04 ..... 25.95
Classic Chicago Railroading, 100-FFS02 ..... 15.25
Conrail & UP Around St. Elmo, IL., 246-12 ..... 29.95
CP Around Kicking Horse Pass, 246-15 ..... 29.95
East Bread Top, 100-ETOP 23.75
Mid-America at Mid-Century, 211-124 ..... 23.50
MRL in the Rockies, 246--16 ..... 29.95
Steam Over Tennessee Pass, 100-SOTP 23.75
Today's EMD Diesels, 131-15037V 14.95
UP Steam Across Rockies, 225-VV33 ..... 17.95
Winter on Kicking Horse Pass, 184-KICK 23.75
Winter on Tennessee Pass, 184-123 ..... 27.95
Winter on the MRL, 184-MRLW 28.75

Pennsy Steam Years, V2, 106-187 ..... 35.83
Pennsylvania Trolleys in Color, V1, 106-185 ..... 35.83
Piggyback & Containers, 107-104 ..... 35.00
President Travels by Train, 128-124 ..... 31.50
PTC Rails, 157-122 ..... 18.95
Pull. Std. Lib-Selected Hv'ywt. Cars, 144-131 ...36.75
Pullman Paint & Lettering Notebook, 131-01075 18.50
Pullman St'd Library, V7-16 (EA), 144-000 ..... 30.95
Railroad Atlas, V2-6, 169-000 ..... EA 21.00
Railroad Atlas, V1 & 7,169-000 ..... EA 22.00
Railroad Radio, 232-101 ..... 16.50
Red Electrics (PFM), 120-020 ..... 31.50
RG-Secret Places No One Knew, 108-111 ..... 31.95
RGS Story, V3-V5 (EA), 146-000 ..... 53.50
Rock Island Color Pic. V1,2 (FWW), 121 (EA)...34.95
Rte of the Eagles-MP Streamline Era, 166-102 ....35.75
Route of the Rockets-RI, 156-104 ..... 39.95
Santa Fe 1940-71, V1-V4, 106-000 ..... EA 35.83
Santa Fe in the Mountains, 131-01060 ..... 14.75
Seaboard Coast Line, 128-121 ..... 14.25
SF 1938 Motive Power Pictorial (SC), 121-003 ...19.95
SF-Gateway to the American West, V1, 107-121 44.25
Soo Line 1975-92, 242-RR002 ..... 24.95
Soo Line in Color, 106-183 ..... 35.83
Southern Pacific in Oregon (PFM), 120-017 ..... 38.95
Stbrn Rw'y Syst. Pict-Wash-Atlanta, 121-023 ..... 34.95
SP&S Cabooses, 175-110 ..... 23.95
SP's 4300 4-8-2's (Revised), 195-102 ..... 44.75
SP's Coast Line , 195-101 ..... 50.50
SP's Shasta Route, 121-028 ..... 34.95
SP in the Bay Area, 131-01070 ..... 15.00
SP in the West-PTZ, "I-5" Corridor, 191-109 ..... 33.95
SP Dieselization, 120-010 ..... 32.50

T T. California Reg. #8, 105-WCA8 ..... ★★12.50
T T. Inter M'tn Reg. #2, 105-102 ..... ★★10.75
T T. Pacific NW Reg. #4, 105-104 ..... ★★11.75
T T. Rocky M'tn Reg. #4, 105-WRM4 NEW ★★11.75
T T. SW Reg. #3, 105-101 ..... ★★11.75

Spokane, Portland & Seattle, 120-023 PFM 58.95
Stampede & Steven's Passes-Guide, 175-112 ....20.95
Tacoma By Trolly, 120-022 ..... 28.50
Tehachapi (Schmeiliager), 115-103 ..... 35.95
The "L" - Chicago Rapid Tran. Sys., 147-B-131 ...43.75
They Failed the Redwoods, 237-102 ..... 24.95
Thunder in the Mountains, 237-101 ..... 24.95
Union Pacific Switchers, 119-118 ..... 18.00
U-Boats - McDonnell, 115-105 ..... 38.95
UP -The Salt Lake Route, 115-117 ..... 46.95
U.S. Military Railway Serv., 115-102 ..... 24.75
West. MD Diesel Locomotives, 128-132 ..... 18.50
WisCent. Ltd '87-96 Photo Arch., 242-RR004 ...24.95
Wis Cent.: RR'D Success Story, 131-01069 ..... 34.95
Wrecks, Accidents & Collisions, 112-101 ..... 27.95

— VIDEOS —

4960 St'm Star of Grand Cy'n Rwy, 157-126 ..... 23.50
Alliance, Ohio-Conrail Hot Spot, 246-08 ..... 31.95
Along the Pocahontas District, 100-POKEY 22.25
BC Rail, 184-BCRL 28.50
Best of Passenger Trains-East, 129-53138 ..... 23.75
Birth of a Viewliner, 211-105 ..... 23.50
BN's Mississippi River route, 134-117 ..... 37.95

"NEW" 1997-98 Edition V7 STK# 178-104
The Official **"Locomotive Rosters & News"**
Late 1997 Data on the New 1998 Orders
All Major Systems Part Rosters
List $22.95 — **Ours Only $14.95**

BNSF's Stevens Pass, 229-RW0128 ..... 23.75
Burlington Nothern's Funnel, 100-FUNNEL 15.75
Cass & Mower Logging Railroads, 129-53120 ..... 22.25
CD&P-The Last Days, 134-119. . . . . 31.50
Conrail & GTW at So. Bend, IN., 246-11 ..... 45.95
Conrail Middle Division-Alt.-NR'SBG, 129-53126 28.75
CR's Ch'go Line-Buffalo to Berea, V3, 184-121 ...27.25
CSX Jacksonville to Plant City, V7, 129-53139 ...23.75
CSX V1-V6, 129-0 . . . . EA 28.75
EBT Fall Spectacular 1996, 184-125 ..... 23.25
Escanaba & Lake Superior, 134-116 ..... 31.50
Feather River Cyn E-9's, 100-FRE9 ..... 15.95
Garden Railway Dreamin', V1-5, 225 ..... EA 21.95
Grand Canyon Railway, 133-GNJ07 ..... 18.95
Grand Canyon-Weekend of Steam, 225-VV29 ..... 17.95
Geared Triple Header, 225-VV22 ..... 21.95
Hi'ball Al's the Columbia, V1&2, 184-116 (Set) ...38.75
Highball Down the Yazoo, 184-115 ..... 22.25
Highball Over Silver Zone, 184-117 ..... 27.25
Illinois Central, V1&2 (2brs), 100-ICSPEC 37.75
Into Allegheny Range, V4 (2 tapes), 100-AR4 ..... 23.25
Milwaukee Road, V1- 3 (EA), 100-MILWI 14.95
Milwaukee Road ..... 3 Vol Set 37.75
Mount Rainier, 100-RAINIER. 14.75
NS & IC at Tolono, Ill, 246-03 ..... 29.95
NS-Atlanta to Chattanooga, 129-53124 ..... 28.75
N'U Parks/West by Train (2 videos), 193-GNI77 ...24.95
NYC Odyssey, V1-2 (EA) (2 tape set), 129-000 ..... 54.95
Penn Central-2 Tape Set, 129-53128 ..... 34.95
Ohio Central-Buckeye Rte, 211-123 ..... 19.95
On Location, All Videos 131-000 ..... EA 21.35
On Loc. Sandpatch Thru Alleg., 131-15035V ...22.50
Pass Tr'ns of the 60's, V1-3, 129-00 (SET) 39.75
Railfanning S. Cal. in the 50's, 100-SOCALINS 28.75
RGS/The DRGW, 129-53127R 24.97
Rocky Mountaineer, 211-119 ..... 23.50
Salute to the SOO Line, 134-115 ..... 37.95
Stacks & Semaphores, 184-122 ..... 23.25
Steam Driven Man, 100-CHAD 15.75
Steam Giants Across America, 129-53131 ....26.50
Steam-Power Sawmill, 248-1 ..... 27.95
Steam Trains Still Running, 225-WF2001 ..... 14.51
Sunrise/Sunset-UP's Gibbon's Jct., 100-MVSGJ...15.25
Today's Vintage Twin Ports, 134-118 ..... 31.50
Tower 55, 100-T55 ..... 14.75
Tracks Ahead, V1-4, 100 ..... EA 18.25
Train Mountain Museum, 129-53136 ..... 15.25
Trains of Northern N. Eng., 246-05 ..... 35.95
Trains of the Rathole, 246-07 ..... 29.95
Train Wrecks, Crashes & Disasters, 126-WV040..24.95
UP 844-Back on the Tracks, 225-VV28 ..... 17.95
UP's Marysville Sub, V1 & 2, 100-MVS2 .....Set 39.95
UP Stm-844 & 3985 on the Dble, 225-VV27 ..... 17.95
UP Super RR'D-Oregon Short Line, V4, 129-53137?2.95
UP-Super Railroad, V1-2, 129-0 ..... EA 28.25
UP-Super Railroad, V3&5, 129-53132 ..... EA 14.25
UP Odyssey, V1 & V2 (EA) 2 tape set, 129-0 ..... 51.95
White Pass & Yukon Route, 154-101 ..... 25.95
Wisconsin & Southern, 134-129 ..... 31.63
Wisconsin Central, 184-114 ..... 27.95
Wisconsin Central 1997, 246-13 ..... 31.95
World's Fastest Trains, 193-GN055 ..... 16.95

ALLEN KELLER VIDEOS

Vol 1-27 (each), 099-001-027 ..... 30.95
All Items Are Limited to Supply on Hand!

T-SHIRTS

We have over 50 T-shirt designs available. Send SASE for FREE Listing. All jackets, sweat shirts & T-shirts are **20% off list prices.** Allow 4-6 weeks delivery.

Kids–List $10.00
SALE PRICE $ 8.00★★

Adult S-XL–List $12.00
SALE PRICE $ 9.50★★

Adult XXL–List $13.00
SALE PRICE $10.25★★

Adult XXXL–List $14.00
SALE PRICE $11.25★★

GREENBURG BOOKS–NOW 20% OFF LIST

NEW

DENVER & NEW ORLEANS
IN THE SHADOW OF THE ROCKIES
By James "Jim" Jones • 378 Photos • 378 Pages
Deluxe • Handbound • Detailed Railroad Maps • Fascinating Railroad Saga
List $45.00–***OURS $34.95 ◆◆***

NEWEST BOOKS

Allegheny-Lima's Finest, 205 102 . . . . . 35 97
B&O Passenger Service V1&2, 128 . . . . . EA 21 95
Black Gold & Black Diamonds, 138-102 . . . . . 38 95
Boston & Albany, V2, 164-103 . . . . . 38 95
Building New Rapid Transit NYC Circa 1915, 254-102 . . . . . 15 52
Canadian Pac Color Guide Frt/Pass Eq, 106-195 . . . . . 36 83
Chessie's Road, 168-121 . . . . . 28 95
Classic Steam Era NP Pt3, 205-105 . . . . . ◆◆45 99
Colo Rail Annual #23 SF-Inter-Mtn, 108-23 . . . . . 36 95
Denver & New Orleans, 146-138 . . . . . ◆◆34 95
Diesels to Park Ave 251-1 . . . . . Due Fe '98 TBA
Domeliners 131-01076 (Due Feb) 33 95
East of Hudson Trackside, 106-193 . . . . . 36 95
Interborough Fleet, 254-101 . . . . . 30 07
Iron Rails to Alaskan Copper, 252-1 . . . . . 21 95
L&N Diesel Locos, 128-137 . . . . . 21 75
Lackawanna-Sup/Pwr RR of NE, 128-138 . . . . . 19 95
Moffat' 191-111 . . . . . 33 52
MRL 10th Anniv Rail-Fan Guide, 175-114 . . . . . 20 92
N&W's Shenandoah Valley Ln, 208-101 . . . . . 36 95
New Haven-Streamline Era, 128-141 . . . . . 27 95
NKP Diesel Locomotives, 128-140 . . . . . 22 95
NYC Trackside Pictorial, 106-192 . . . . . 35 83
Omaha Road, 205-104 . . . . . Pre-Pub Special ◆◆45 98
PA-ALCO s Glamour Girl, 121-030 . . . . . 35 50
Pacific Coast Co. Ships & NG Rails, 195-104 . . . . . 38 95
Pacific Coast Railway, 162-103 . . . . . 38 95
Penn Central Col. Guide Frt Pass Equipment, 106-194 . . . . . 36 83
Powder River Coal Trains, 172-105 . . . . . 24 88
Railroad Atlas-Appalachia, V7, 169-107 . . . . . 22 00
Railroad History in Photos-Church/Pryor, 195-103 . . . . . 17 95
Railroads of Indiana, 255-101 . . . . . 38 95
RGS Story, V6, 146-137 . . . . . 52 95
Rolling Dreams, 256-101 . . . . . 32 50
Santa Fe Diesels, 1935-65 in Color, 236-103 . . . . . 45 95
Santa Fe Gateway/American West, V2, 107-129 . . . . . 44 25
Santa Fe Freight in Color, Gons, V2, 236-102 July 48 95
SP-Oregon Div, 205-103 . . . . . 47 75
Stations/Trains of Ark & SW, 166-106 . . . . . 24 92
Texas & Pacific Color Pictorial, 121-031 . . . . . 34 95
Trainmaster, 119-121 . . . . . 22 75
Triumph I, 132-105 . . . . . 51 95
Western Pacific Locos/Cars, 128-139 . . . . . 20 95
Whistles Blow No More, 237-104 . . . . . 25 95
Willamette Locomotives, 227-104 . . . . . 29 97

NEWEST VIDEOS

Americ a by Rail, V4, 229-CV016 . . . . . 18.73
BC Rail Cab Ride, 100-BCRCAB 23.95
Big Boys on TV, 100-BBTV 24.75
BNSF-UP Puget Sound Joint Line 246-17 . . . . . 29 95
BNSF on Marias Pass, 246-18 . . . . . 29.95
Cheyenne St'm Tr'n-Incl Cab Ride, 225-V V34 . . . . . 15.95
CN on Yellowhead Pass, 246-20 . . . . . 29.95
Early Diesels, 129-56145 . . . . . 23.50
DRGW Bumble Bee #268, 129-53144 . . . . . 18 50
Garden Railway Dreamin', V6, 225-VV35 . . . . . ◆◆19.95
Great Train Stations of America, 100-STATIONS (PBS) 18 50
Marias Pass, 184-MARI 28 50
New York Underground, 100-NYU (PBS) 18.50
On Loc Steven's Pass-BNSF-Cascades, 131-15036V 21.35
Sea to the Sky, 100-BCRCAB 23.95
Steam to Squamish, 100-BCRSQ 15 50
Super Trains, 100-SUPER 15.50
Thunder Under Heaven, 248-2 . . . . . 29 53
Tribute to Tenn. Pass,100-TRIBUTE 23.95
UP & BNSF at Rochelle, Illinois, 246-19 (2 tape set) 45.95
UP Super RR'D, V5, 129-53140 . . . . . 14.25
Workin' on the Coast Starlight, 100-WCS 16.95

SALE: TAKE 20% OFF OF SWEATS & JACKETS BELOW

SWEAT SHIRTS
ADULT S-XL/$18.95, XXL/$19.95 XXXL/$23.95.
KIDS $13.95
Allow 4-6 weeks on sweats & jackets

JACKETS
'Super Cotton' Baseball Style
Fruit of the Loom / Ash w/black sleeves
ADULT M-XL/$49.95, XXL/$52.95
Lined–Very Warm!

Sweats & Jackets are available in most "T" shirt designs

TRAINMEN'S TOTE BAGS

Made for Railroaders. These are neat for those quick one or two day trips. Timetable size side & end pockets. Great bag!
Most Road Names–Call — 12"x18", Multi-Pockets ...$32.95

COLLECTABLES

Railroad Hats Adjustable - Most Roads 5 00
Cloisonne Pins (Deluxe) Small & Large . . . . . 2 00 / 3 00

Many Other Assorted Items!

Include $5.75 Shipping/Handling for Wearables & Collectables.

★★$15.00 MINIMUM ORDER PLEASE

CAJON RAILS

101 W. CENTRAL, UNIT B, #125R
BREA, CA 92821

VISA MasterCard DISCOVER

Info & Other Matters **714/529-0436**
VISA, M/C and DISCOVER
24 Hour Fax **714/529-6665**
E-MAIL: **WBYG55A@PRODIGY.NET**
Firm Orders Only! **1-800-352-2923**
Order Toll Free

Sale ends last day of cover month.
Mail Orders Welcome:
SHIPPING/HANDLING FOR BOOKS & VIDEOS ONLY –$4.00 first item. Add $1.00 each additional item.
SORRY NO C.O.D.S

FOREIGN CUSTOMERS:
Our Special Sales Pricing is extended 30 days just for you! You must mention this in your order.
FOREIGN: $6.00 per book/tape, plus $3.00 per additional.

California residents add 7.75% sales tax.
Rush deliveries available.
Prices are subject to change without notice
$15.00 Minimum Order

SEND $3.00 & SASE FOR LATEST BOOK & VIDEO CATALOG REFUNDABLE – FREE WITH ORDER

MOBILE GAIN
ANTENNA
Tuned to Railroad Band
as reviewed in Railfan & Railroad

- Increased range
- 5/8 wave, 3db gain
- Tuned for optimum Sensitivity, 160-161 Mhz.
- Heavy-duty magnetic mount - other options

$62 PLUS $6 SHIPPING
Specify scanner type

Railcom 901-755-1514
Box 38881, Germantown, TN 38183

TRACKSIDE VIDEO

PRESENTS TWO NEW TAPES
FOR ONLY ***$24.95*** EA. PPD.

WEEKEND STEAM
VOLUME 1

Ride along for a Trackside Video ***Exclusive*** with ex-Southern 4501 and her vintage consist for the "Great Freight of '96" along the Tennessee Valley Railroad. Next we'll travel to New Haven, Ky for a ride behind L&N's 152 at the Kentucky Railway Museum. We bring Vol. 1 to a close with the N&W 611 from Atlanta to Toccoa in the fall of '93. We take you Trackside and on the train for one full hour of ***Great Steam Action.*** 61 min.

The GEORGIA NORTHEASTERN

Climb aboard and join us as we take a ride on the Georgia Northeastern Railroad. We'll be following the former L&N Hook and Eye Route as we travel to the north Georgia mountains. Ride a GP-9 across the Etowah River as we climb the grade to Keithsburg on our way to Tate. Along the way we'll do a little switching as we drop our consigned loads in Holly Springs, Canton and at Tyson. As a special bonus we'll travel to Marble Hill, Ga for a ride on the Georgia Marble Railroad with NW-2 #81 as she climbs through switchbacks on her way to Tate. 78 min.

ONLY ***$24.95*** EA. PPD.
TO ORDER CALL TOLL FREE
1-800-548-8476
OR SEND CHECK OR MONEY ORDER TO:
TRACKSIDE VIDEO
P O BOX 234
FOREST PARK, GA 30298
VISA • MASTERCARD • DISCOVER

and down to accomplish the composition you're trying to capture — only by keeping the camera back vertical will you eliminate keystoning, and by keeping the "point-up" or "point-down" to a minimum, will you minimize keystoning.

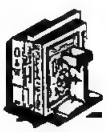
How about turning your camera on its side and framing a vertical composition? My rule of thumb is that railroading is inherently horizontal, and there are really very few opportunities for a proper vertical composition. Far too many railfans just turn the camera on its side and force a naturally horizontal subject into a vertical frame — our Cover One Contests are full of losers that fit this description! And when shooting a vertical, that rule of thirds is particularly noticeable. A vertical with the nose in the center of the frame is inherently awkward.

When scanning an image to determine the shot, I'll usually turn the camera on its side and see if any unexpected vertical compositions reveal themselves. True vertical compositions are rare in railroading, so don't force it just to vary your shots — but don't ignore the possibilities, either. When you do turn your camera on its side for a vertical, be sure your brain is actively engaged and checking all the options. When a vertical shot goes bad, it's usually a lot more noticeable than a similarly misbegotten horizontal shot. Verticals can be unforgiving of error.

Finally, I make a point of checking the corners of the frame. Check each corner and decide if there are any elements in the corners that you want to include or eliminate. That spot of yellow in the corner can be attractive as a flower or a distraction if it's an old paint can. Again, do the side-to side and up-and-down sweep to see what elements to include or eliminate.

This sounds like a laborious process, but I can usually do it in a couple of seconds without really thinking about it. And when I get lazy I realize that I've just nailed that SD40-2 in the dead center of the frame. Then I mutter a few things under my breath and try for another shot!

RAILROADIANA



What's new?

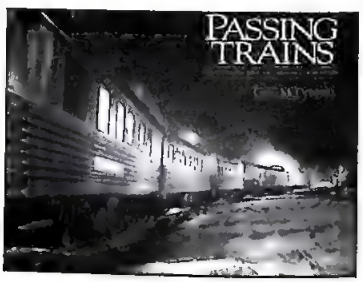
Artist Peter Tassone has released several reproductions of his artwork, showing rail scenes from mostly around New York state. Of the 32 reproductions pictured in his catalog, all but one are in color. The prints come in two sizes, either 6¾"×10½" in an 11"×14" mat or 5"×7" in an 8½"×11" mat. The larger prints are Canon laser copies, while the smaller reproductions are photo-lithographs.

We received three sample prints, two of the Canon laser copies and one photo-lithograph. The laser copies were surprisingly crisp, and the lithograph equally so. Our sample subjects included "A Gathering of Friends" (pictured), a scene from Gardiner, New York, "Twilight Rendezvous" picturing steam locomotives racing at Poughkeepsie, N.Y., and "*Eureka*" showing the classic 4-4-0 crossing a bridge on the Durango & Silverton Narrow Gauge Railroad in Colorado. Other New York subjects include Long Island Rail Road steam at Montauk, a Metro-North FL9 at the Poughkeepsie station, steam crossing Moodna Viaduct, a view of Hell Gate Bridge and more.

The large prints, matted and shipped, cost $25.00 each while the small prints cost $20.00. All are signed by the artist. For a catalog showing all 32 available prints send $1.00 to Peter Tassone, P.O. Box 455, Rosendale, NY 12472, or visit his web site at *www.rondoutmedia.com/tassone.*

Book reviews

This book has been in our "to be reviewed" pile for quite awhile, simply because we've been arguing over who's gonna do the review. And it's not because nobody wanted to do the review — in fact, it's just the opposite. Everyone was so taken with this book that we all wanted to review it, and I finally won out.



Passing Trains: The Changing Face of Canadian Railroading by Greg McDonnell is one of the finest pictorials to come out. Published by Boston Mills Press, the same folks that brought us *Signatures in Steel, Heartland, U-Boats* and *Tehachapi* (the first three also written by McDonnell), *Passing Trains* continues the publisher's tradition of providing lots of colorful images (and a handful of black & white shots as well) with nice roomy layouts spread out over 160 oversized 10"×11" horizontally-formatted pages. Every turn of the page brings along another pleasant surprise, with many "name-brand" photographers contributing to this work.

Subject matter in the book covers Canada coast-to-coast, with the time frame extending from the late steam era up through the 1990s. You'll find two-page spreads where 4-4-0s share the spotlight with FPA4s and 4-8-4s with M636s. One really neat spread has a line-up of CPR 4-6-2s at the Montreal suburb of Vaudreuil in 1959 on the left page and a line-up of ex-CPR FP7s in that ugly

RAILROAD VIDEO PRODUCTIONS

281 WILLOW DELL LANE, LEOLA, PA 17540

1-800-258-4546

ALL TAPES STILL PRICED AT
NO SHIPPING OR HANDLING CHARGE TO U.S. & CANADA
PENNSYLVANIA RESIDENTS PLEASE ADD 6% PA SALES TAX (7% PHILADELPHIA)
CALL OR WRITE FOR OUR FREE CATALOG LISTING
OVER 200 RAILROAD AND TRACTION VIDEOS

$21.95 EACH

NEW RELEASES

Tape No. 129 "CSX HOT SHOTS" Covers non-stop trackside action at many locations in Florida, Pennsylvania, Maryland and West Virginia.
1 Hour-Color-Sound

Tape No. 130 "SPRINGFIELD HOT SHOTS" Covers Conrail & Amtrak action at Springfield, Mass. in July 1997.
1 Hour-Color-Sound

Tape No. 128 "TRACKING A THOROUGHBRED" Covers the October 1996 "C&O 614 Steam Excursion" between Hoboken & Port Jervis.
1 Hour-Color-Sound

CD-2. "PENNSYLVANIA RAILROAD" Contains 146 High Resolution color photographs of steam, diesel & electric motive power of the P.R.R. in the BMP format.

Tape No. 127 "PALMER HOT SHOTS" Covers non-stop trackside action of Conrail, Mass. Central, New Eng. Central and Amtrak at Palmer Mass. on June 25, 1997.
1 Hour-Color-Sound

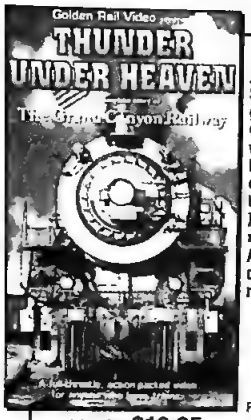
"THE VERMONTER" is a seven part "cabride" on the New England Central between St. Albans, VT and New London, CT.
COLOR-SOUND

Tape No.119 New London to Willimantic, CT	1 Hour
Tape No.120 Willimantic, CT to Palmer, MA	1 Hour 20 Minutes
Tape No.122 Brattleboro, VT to Walpole, VT	1 Hour 20 Minutes
Tape No.123 Palmer, MA to Brattleboro, VT	1 Hour 20 Minutes
Tape No.124 St. Albans to Northfield, VT	1 Hour 20 Minutes
Tape No.125 Northfield to Hartford, VT	1 Hour

SPECIALIZING IN VIDEOS SHOT FROM THE ENGINE CAB - FULL COLOR & SOUND

Philadelphia to Harrisburg, PA ....Tape No....4A
Harrisburg to Huntingdon, PA 4B
Huntingdon to Johnstown, PA 4C
Johnstown to Pittsburgh, PA 4D
Hamsburg to Philadelphia, PA 5
South Amboy, NJ to New York City 7
New Haven, CT to Providence, RI 9A
Providence, RI to Boston, MA 9B
New Haven, CT to Springfield, MA 10B
Bay Head Jct. to Matawan, NJ 11
Raritan to Newark, NJ 12
Washington, D.C. to Philadelphia, PA 13
Philadelphia to Penn Station, NY 14
New York City to New Haven, CT 15
Denver to Grand Junction, C0(4 Parts) 17A,B,C,D
Sparks, NV to Oakland, CA(4 Parts) ..18A,B,C,D
White Fish to Havre, MT.(2 Parts) 19A,B
Chicago, IL to Valparaiso, IN 20A
Fort Wayne to Valparaiso, IN 20B
Pitttsburg to Suterville, PA 20-3
Suterville to Indian Creek, PA 20-4
Indian Creek to Rockwood, PA 20-5
Rockwood to Hyndman, PA 20-6
Hyndman to Stuart Tunnel 20-7
Stuart Tunnel to Martinsburg, WV 20-8
Martinsburg to Dickerson, MD 20-9
Dickerson to Washington, DC 20-10
Toledo, OH to Detroit, MI 21A
Detroit to Jackson, MI 21B
Jackson to Kalamazoo, MI 21C
Chicago, IL to Michigan City, IN 21-4
Michigan City to Kalamazoo, MI 21-5
Albany to Croton-Harmon, NY 22A
Croton-Harmon to Grand Central Temminal, NY ..22B
Albany, NY to Pittsfield, MA 23A
Pittsfield to Springfieid, MA 23B
Springfield to Worcester, MA 23C
Worcester to Boston, MA 23D
Enola, PA to Shocks Mills Bridge 24A
Shocks Mills Bridge to Holtwood, PA 24B
Holtwood to Port Deposit, PA 24C
Port Deposit, PA to Amtrak "OAK" interlocking 24D
Chicago to Miller, In 25A
Miller to Michigan City, IN 25B
Michigan City to South Bend, IN 25C
Atanta, GA to Meridian, MS..(6 Parts) ...30-1-2-3-4-5-6
Franklin, MA to South Station plus Highlights 36
North Station to Fitchburg, MA 37
Rockport, MA to North Station 38
Attleboro, MA to So. Sta. & Lowell to No. Sta 39
Ipswich, MA to No. Sta. & Stoughton to So. Sta ..40
No. Sta. to Haverhill, MA & Framingham to So.Sta ..41
Richmond to Alexandria, VA(4 Parts) .48-1-2-3-4
Atlantic City to Atco, NJ 53A
Atco, NJ to 30th Street Station, Philadelphia ...53B
Hoboken to Gladstone, NJ 58
Hoboken to Dover, NJ 59
Hoboken, NJ to Suffern, NY..(Bergen County Line) .60
Hoboken, NJ to Suffern, NY(Erie Main Line) ..61
Hoboken, NJ to Spring Valley, NY 62
Suffren to Campbell Hall, NY 63A
Campbell Hall to Port Jervis, NY 63B
Hoboken to Montclair, NJ 67
Hoboken to Netcong, NJ 68
Chicago Union Station to Aurora, IL 72
Elwyn to Wayne Junction, PA 73
Wayne Junction (Phila.) to West Trenton, NJ 74
30th Street Staion, Philadelphia to Norristown, PA ..75
Lindenwold, NJ to Philadelphia, PA 77
69th Street Phila. to Norristown 46
Media Sharon Hill Line to 69th Street 50
Groton, CT to Gardner, MA (4 parts) ..81-1-2-3-4
Providence, RI to Worcester, MA 82
Jamaica to Speonk, NY 85
Babylon to Patchogue & retum 86
Pt. Jeff. to Hunt. & Jamaica to L.I. City 89
Long Beach to Los Angeles, CA 91
Greenport to Ronkonkoma, NY 102
Ronkonkoma to Jamaica, NY 103
Jamaica to Speonk (via Main Line) 104
Speonk to Montauk, NY 105
Anchor. to Fairbanks, AK (7 parts) 95-1-2-3-4-5-6-7
Meadows Yard to Dover, NJ 94
Jamaica to Oyster Bay, NY 111
Penn Sta. to Cold Spr Harbor, NY 112
Cold Sp. Harbor to Pt. Jefferson, NY 113

VISA, MASTER CARD & DISCOVER CARDS ACCEPTED



90 min. **$19.95**

Two outstanding videos

SANTA FE history lives on when we go behind the scenes on the **Grand Canyon Ry.** Scenic western vistas, Consolidations, Mikado #4960, and Alco passenger diesels make this a celebration not to be missed. Also available in the **EXPANDED EDITION, 160 min. $35.90.** Adds shop details, Alco diesel tour and 4960 cab ride. "Excellent" *TRAINS*

Steam Power Sawmill is the highly praised video detailing the equipment and operations of North America's last commercial mill still powered by steam engines. Shot from a railfan's perspective the mill is explored from log pond right down to the ancient straddle carriers that scoot around the lumber yard. Features the 100 year-old rail line that still services the mill. "Spectacular."

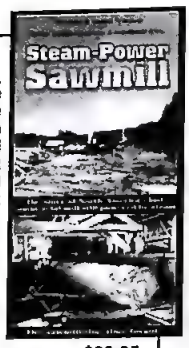
Phone orders & info. call toll-free

☎ 888-844-4449 ☎

Golden Rail Video

P.O. Box 10474 Glendale, CA 91209

Please add $4.00 S/H first tape ($5.00 Canada) plus $1.00 each additional tape. (International air $10.00 each). CA residents add 8.25% sales tax



112 min. **$29.95**

"Wonderful" - *TRAINS*

"Outstanding...don't miss it" - *The Gazette*

NEW TITLES

B&O Cabooses-Volume 1 The Diagrams

by Dwight Jones

128 Pages, Hardbound •Photos, New Diagrams and rosters

The first of a new series of books on Baltimore and Ohio Cabooses! Much of the material, most of the photos and all of the diagrams in this volume are being reproduced for the first time. This book will be particularly useful to modelers, as all of the drawings are uniformly scaled and dimensioned, many prepared specifically for this book. Over 30 years of meticulous research has gone into this volume and is the most accurate publication ever produced, correcting many errors out on the subject. *Due April/May 1998.*

Only $26.95 + $4 S/H

Special Price of $20.95 + $4 S/H before April 30, 1997

Nickel Plate Road Diesel Locomotives

by Kevin J. Holland

128 Pages, Hardbound • Fully illustrated with b/w and color photos, and rosters

Nickel Plate Road Diesel Locomotives looks at the factors that prompted a dyed-in-the-wool steam stalwart to dieselize, reviews how the task was accomplished and examines a roster that, in many ways, reflected the character of the NKP itself - conservative yet eminently capable, exceptionally well maintained and able to match or beat just about any challenge the competition might present. Coverage extends to NKP diesels in N&W and Norfolk Southern service. 128 pages with over 200 action, roster and builders' photographs, many official paint and lettering diagrams and a complete roster 1942-1964. 16-page color section. *Due March/April 1998.*

Only $26.95 + $4 S/H

Special Price of $21.95 + $4 S/H before April 30, 1997

Lackawanna - Superpower Railroad of the Northeast

by Robert A. LeMassena

112 Pages, Hardbound • Fully illustrated with photos, maps and charts and rosters

The long overlooked Lackawanna was one of the pioneers of modern superpower steam. While the road is well noted for the massive concrete viaducts, motive power is quite often overlooked. The road's size and capacity of locomotives was second to none. Fighting a competitive battle for traffic in its territory, the road needed modern steam power development to remain competitive. Noted author Robert A. LeMessena provides a detailed examination of this interesting anthracite road's steam power in this well illustrated volume complete with rosters. *Due March/April 1998.*

Only $26.95 + $4 S/H

Special Price of $21.95 + $4 S/H if ordered before April 30, 1998

ORDER FROM: TLC PUBLISHING • DEPARTMENT RF

1387 WINDING CREEK LANE • LYNCHBURG, VIRGINIA 24503-3776

Virginia Residents Add 4.5% State Sales Tax Foreign Orders add $4.00 per book extra.

Send for complete list of other fine books.

Maximum Shipping and Handling For Single Order is $7.00

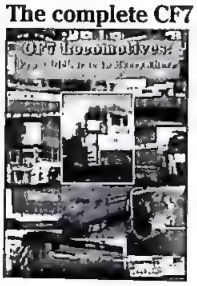
purple-and-blue of STCUM taken at the same location in 1986 on the right. Other outstanding photos include Delaware & Hudson RS2s on the *Montreal Limited* at West Montreal, kids playing hockey as a CP SD40-2 leads a freight through Galt, Ontario, molten slag flowing from slag pots at night at Sudbury, Ontario, an awesomely steamy scene of CNR 4-8-2 6000 simmering at Fort Rouge, Manitoba, and perhaps my personal favorite, a view of a CP GP9 and train riding a car float in British Columbia.

There's also a number of night photos, all of which have nice subtle fill-flash lighting instead of the "blister-the-paint-with-bulbs" lighting that seems to be more common these days. A prime example of the great night photography is Jeff Mast's scene of the West Lorne, Ontario, station on page 91. Equally impressive is McDonnell's night shot of a pair of CPR Alcos waiting at a red signal at St. Luc, Quebec, on page two.

The book has no chapters, but interspersed among the pages of pictures are about two dozen two-page essays. My favorite essay is "Never Look Back," with black & white photos of CNR Ten-Wheeler 1348 in the Palmerston, Ontario, roundhouse in 1958, and the same engine being scrapped in London, Ontario, one year later. Photo captions give all the pertinent details, including locomotive types, locations, dates and other tidbits.

Did I mention I really love this book? You can get your own copy for $50.00 ($60.00 in Canada) from The Boston Mills Press, 132 Main Street, Erin, Ontario, Canada, N0B 1T0. Visa/MC users can call 800/565-3111 — S.B.

The complete CF7 book



CF7 Locomotives: From Cleburne to Everywhere by Cary F. Poole, from The Railroad Press, 1150 Carlisle Street, Suite 444, Hanover, PA 17331; $24.99 plus $3.00 shipping; softcover, 8½"×11", 112 pages, balck & white and color photos.

Seldom is there a locomotive that by appearance alone can cause instant like or dislike by the railfan fraternity. Santa Fe's CF7, built from the remnants of worn-out F7s, was that type of locomotive. Initially reviled for what happened to the photogenically designed F7s, the rounded cabs and Geep carbody tend to grow on you. Despite their homely appearance (sort of a half-sister to a BL2) the CF7 did allow the ATSF to realize more life from their tired F's.

This book covers the process from the initial idea to the completion of the prototype unit. Numerous elevation drawings and internal piping and electrical drawings along with many in-construction photographs allows the reader to gain a total perspective on how this unique locomotive was assembled. Changes in production such as the high-profile cab, air conditioning and the crew comfort station are also documented.

Color photos of excellent quality cover all variations of styles and paint through the CF7 years on the Santa Fe. A very complete roster, with the heritage of all units and their dispositions, is included. Sales to short lines are well documented with color photos of virtually every CF7 in its new owner's paint scheme. Unfortunately, the reproduction

of black & white photos leaves a lot to be desired. Continuity of text is another problem, as the same subject is discussed in various chapters, each time with a little more detail. The sale/transfer of CF7's to Amtrak for SDP40F's is an example.

Overall, this is a book that needed to be done. And this book should be part of everyone's library — KERMIT E. GEARY, JR.

TRACTION PUBLICATIONS by Joe L. Diaz

Pennsylvania Trolleys in Color, Volume I, The Anthracite and Pennsylvania Dutch Regions by William D. Volkmer, published by Morning Sun Books, Inc., 9 Pheasant Lane, Scotch Plains, NJ 07076; $49.95 plus $3.50 shipping; Hardcover, 8½"×11", 128 pages, 246 color photographs.

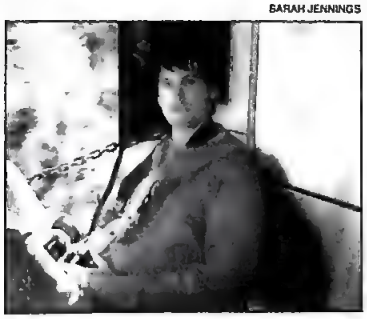
This is a wonderful new book on a colorful subject of great interest to all traction fans. Through 246 photographs we are given a view of nearly 20 trolley companies' operations. The scenes have been carefully chosen and arranged, and color reproduction is exceptional. The reader is given a good look at the Altoona & Logan Valley Railway, Reading Street Railway, Hershey Transit Company, Scranton Transit, Lackawanna & Wyoming Valley Railroad, Wilkes-Barre Railways, Lehigh Valley Transit and Conestoga Transportation Company. This are but a sampling of the companies and operations presented herein. Many outstanding photographers and their fascinating efforts are presented: Edward S. Miller, Frank Watson and James P. Shuman, to name but a few. Also, there are many views from the collection of Eugene Van Dusen. There is such a marvelous array herein that it will literally dazzle the reader.

There is a small map of the state of Pennsylvania indicating the location of these operations along with a generous display of tickets, transfers, timetables and advertising material, along with a list of final abandonment dates.

Volkmer certainly has presented us with a wonderful journey through the area and its times. This reviewer must describe this book in glorious terms. The reader will certainly be impressed and pleased. Do not fail to examine this work — JOE L. DIAZ.

WE'D LIKE YOU TO MEET ...

SARAH JENNINGS



Barton Jennings

The author of our feature on the ever-changing Kansas City Southern was born in northwest Arkansas and spent his first few years staring out of the window at Frisco freight trains as they passed behind his

Colorado Railroad Museum
The Railroad Book Source
CALL US FIRST ! 800-365-6263

Best Selection of Railroad Books
We stock over 1000 titles from throughout the country, hundreds of videos, calendars and gifts available.
FAST PERSONAL SERVICE!

Biggest & Best RR Book Catalog $2.00
(refundable with first purchase)

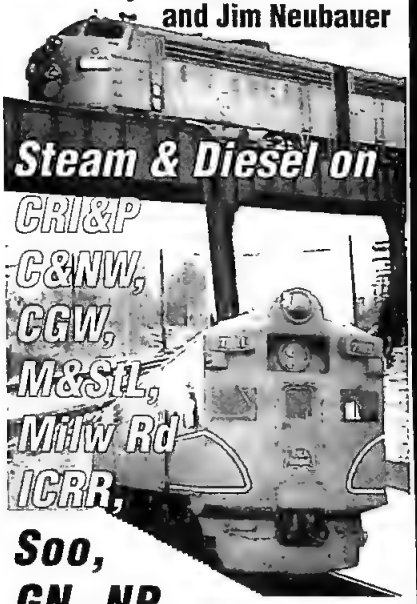
Members receive discounts!
Call for information, and charge to your credit card, today!

Purchase from us and help to preserve railroad heritage!

Colorado Railroad Museum
P.O. Box 10, Golden, CO 80402-0010
800-365-6263 / 303-279-4591 / fax 303-279-4229

NEW VIDEOS FROM HERRON RAIL!

PRAIRIE RAILS
America's Granger Railroads
by Bill Warrick and Jim Neubauer



Hosted By Bill Warrick
With commentary by George Hilton, George Krambles, Phil Weiber
Historical Highlights of the Granger Railroads with lots of rare film footage!
56 minutes Mostly Color
Item War-003

just $39.95!

RAILS WEST

DONALD J. KROFTA'S
DIGITALLY TRANSFERRED 16mm film
UP, SP, WP, ATSF, GN, NP, BN, DRGW, KCS, RI, SLSF, MKT, AMTRAK
Vintage Action film from 1967 - 1971!
Narrated Color Stereo
59 minutes Item 035

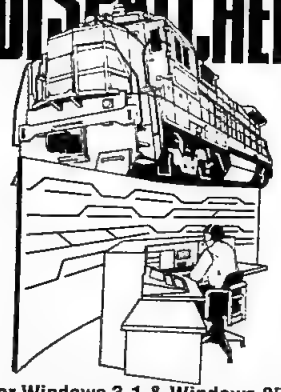
only $39.95

Add $4.00 p&h for 1, $1 for each add'l tape
FL add 7% sales tax; PA add 6% sales tax.
Phone orders (Visa, MC): 1 (800) 783-3886
Mail checks or Money Orders to
Herron Rail Video
2016 N. Village Ave., Tampa, FL 33612
WEB ADDRESS: http//www.rrhistorical.com/hrv

TRAIN DISPATCHER

NEW Version 2.0

Is it a railroad traffic control simulator or a computer game?



Announcing an all new version of Train Dispatcher with many new features and track territories including:

- NEC Washington DC to Philadelphia
- NEC New Haven to Boston
- SP Eugene to Crescent Lake
- SP Eugene to Portland
- SRA (New South Wales) North Coast

Additional track territories are under development. Also announcing Track Builder.With Track Builder you can design your own track territories (real,fictitious or your model railroad) to simulate the Train Dispatcher 2.0 or change the track territories we included.

Download demonstration copies of both programs from our web page at http://www.usaor.net/signal.

For Windows 3.1 & Windows 95
Comes on a 3.5 Inch diskette

Train Dispatcher 2.0	$44.95
Track Builder 2.0	$64.95
Train Dispatcher 1.0	$19.95
Shipping (US)	$4.00
Shipping (non US)	$6.00

Add $2.00 for each additional item
PA residents add 7% sales tax
Dealer Inquiries Welcomed

SIGNAL Computer Consultants
PO Box 18445, Pittsburgh, PA 15236
Tel.888 872-4612 (toll free) or 412 655-1884
Fax 412 655-1893 E-mail signal@usaor.net
Mastercard/Visa/Discover/Checks accepted

The Railroad Auction Co. proudly announces its

24th Railroadiana Auction

April 26,1998 at Mercy College, Dobbs Ferry, New York.

This diversified auction will feature the conclusion of John Malone's B&O collection as well as many other rare items. To be included in this auction will also be five original paintings by Leslie Regan (NYC Calendars 1943 & 1951), Alexander Lydenfrost (PRR Calendar 1945), D. & F. Wright and Peter Helck. Over 700 lots including rare public and employee timetables, unusual lanterns and globes, china (rare B & O Centenary) and silver, posters, locks and keys, porcelain signs (some express), smoking stands, drumheads (B & O), large framed B & O photos, and calendars.

Send $10.00 ($25.00 for overnight delivery) for catalog containing over 300 photographs (mailed beginning April 1998). This catalog price now includes our prices realized list which will be mailed one month after auction. Send to:

MAIL BIDS ACCEPTED

Railroad Auction, 377 Ashford Avenue, Dobbs Ferry, New York 10522.
Information: (914) 693-5858

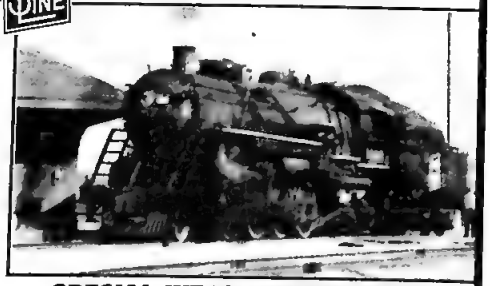
★ A NEW VIDEO RELEASE FROM PLETS EXPRESS! ★

SOO LINE 1003

"A Steamin' First Season"

APPROXIMATELY 90 MINUTES
COLOR • LIVE AUDIO & NARRATION

- ★ Fall of 1996 Break in Runs on NSSR.
- ★ The 1003 on the Duluth to Two Harbor's tourist train over NorthShore Scenic Railroad
- ★ The 2-8-2 #1003 shuttle across Wisconsin which includes some freight runs with a caboose
- ★ Osceola to New Richmond Passenger trip over the St. Croix River High Bridge
- ★ The 1003 Doubleheader with Northern Pacific 4-6-0 #328 on the Soo's Dreser Line
- ★ SOO Line 1997 Historical Society Convention Train out of Chippewa Falls, Wisconsin
- ★ Plus a few SOO, WC and DM&IR Trains



PLETS EXPRESS
(715) 833-8899
P.O. BOX 217 • ALTOONA, WI 54720

SPECIAL INTRODUCTORY OFFER!
Only $33.95 Reg. 38.95 Expires 4/30/98
WI Residents Add 5% Sales Tax
PLUS SHIPPING & HANDLING: USA $4 / Canada $5

house. However, with no one in the family really interested in trains, it wasn't until college that he really began chasing and riding them. After riding the Cumbres & Toltec Scenic in 1980 and then moving to Charlottesville, Virginia, and experiencing the Southern steam program, he was hooked. Since then he has ridden close to 100,000 miles in more than 20 countries including most of Europe, Russia, China, South American and Vietnam. He enjoys a part of the hobby within the hobby and searches the world for the last bits of operating steam.

Bart has two undergraduate degrees in construction engineering from the University of Arkansas-Little Rock, and an M.S. from the University of Virginia in civil engineering. After Virginia, he took a position with Union Pacific as a staff engineer and later served as a manager of track maintenance. With the reorganizations of the late 1980s, Bart chose to leave the company and work with several short lines, including being general manager of the Ouachita Railroad during its startup in 1990. This position led him to explore the possibility of earning a degree in business, something he did by earning a Ph.D. in Business Administration (Logistics and Transportation) from the University of Tennessee. Upon graduating, he took a full time position with the University's Transportation Center where he was already working part time. When asked how he should be addressed (Doctor Bart?) he responded, "How about 'Herr Doctor Professor Sir?' Actually, even a large number of my students call me 'Bart' (or, more

Cumbres & Toltec Scenic Railroad

America's Most Spectacular Steam Railroad

Limited Time Offer
20% DISCOUNT
On Advance Purchase Tickets on any ANTONITO DEPARTURE for the 1998 Season

For additional details call : 1-800-724-5428

NOTICE :
Be sure to call for spring snow clearing information.

correctly, 'that #$%!# Bart')."

Bart spends much of his time performing transportation research, teaching undergraduate courses in transportation and holding training programs for the railroad industry. He also helped Pellissippi State Technical Community College in Knoxville start their degree program in railroading and teaches there part time.

He is a member of a number of railroad organizations, both hobby and professional. He is past president of the Arkansas Railroad Club, serves on several industrial training committees, makes approximately a half dozen research presentations on freight movement a year and is well published in that area. On the hobby side, he has had articles published in *Pacific Rail News, Trains, The Railroad Press* and others and has had photographs published in these and other magazines and books.

Bart is married to what has to be one of the most forgiving women around. He says that he knew Sarah would be okay when, on her first steam chase, she started yelling to pass one more car even as traffic was getting heavy. Currently living in Knoxville, Tennessee, Bart can be found nearly anywhere something is happening.

Railfanning is:

Getting out the maps, dusting off the cameras and checking R&R's TIMETABLE listings for those first trips of spring.

Kent W. Patterson

The author of our feature on steam in China cannot fully recall when he became a railfan, but does remember seeing mail getting handled for local New York Central commuter trains at Dobbs Ferry, New York, which is served today by Metro-North Railroad. He also remembers seeing some passenger trains on the Putnam Division and some of New York Central's crack trains in the 1960s. By 1968 he was an avid railfan, and at aged 13 had made a few trips, sometimes to New Haven, Connecticut, (that 55-cent fare to return helped out), Albany or Chatham, New York, or Hoboken, New Jersey.

He did the typical railfan thing during much of the '70s, riding long distance trains around the U.S. and Canada, catching the assortment of paint schemes of the Lehigh Valley, Delaware & Hudson PAs and sharknoses, Penn Central power and Erie Lackawanna's fine operation.

After a very brief stint at Amtrak in 1973, he went to work with Penn Central's Metropolitan Region as a block operator. In the late 1970s he spent less time railfanning — "after five days a week of it you want to do something else," and in 1979 he left Conrail to sell insurance. Perhaps he overreacted in that respect, because in 1981 he was back with Conrail. He joined Metro-North in 1985 as a yardmaster and while there he did photography work for *Rail Age* magazine.

A long-held dream was to see working steam. After missing it in much of the world, he took the plunge and went to China solo. He was so astounded by what he saw, he has made a hobby of letting Americans know what is there for the shooting while it lasts. "If you can tolerate a long flight, lodge in places that are a bit dingy, eat Chinese food for a week and accept some culture shock, then it's a great thing. The people were real friendly and the subjects were beyond belief." He has made another trip since the one featured on page 28, and is planning more trips.

Kent graduated with a B.S. from Empire State College in 1988. He also enjoys swimming in the Hudson River, non-railfan travel, history, horseback riding and trips to Cape Cod with his wife Janet. He is currently employed for Metro-North railroad as a trainmaster at Croton-Harmon, New York. If steam holds out in China, he would like to do a book about it.

RAILROAD ATLAS OF NORTH AMERICA

JUST RELEASED, STEAM POWERED VIDEO'S, 7TH VOLUME

APPALACHIA AND PIEDMONT by Mike Walker

All Volumes are:

- Designed to provide a single source of reference to the N. American rail network, past and present
- Meticulously researched and drawn
- Highly detailed - 8 miles to 1 inch - complex areas enlarged to 2 miles to 1 inch
- Beautifully designed - coffee table quality - yet tough enough for "in field use"
- Clearly readable maps - RR identification marks & full index
- Fully detailed. Maps include major tunnels, bridges, yards, engine facilities and (except N.E.) hot spot detectors

VOLUME 1: THE NORTH EAST 00953.....$22.95
VOLUME 2: CALIF & NEVADA 00952.....$23.95
VOLUME 3: COL & UTAH 00954.....$22.95
VOLUME 4: ARIZ & N. MEXICO 00955.....$22.95
VOLUME 5: GREAT LAKES WEST 00956.....$22.95
VOLUME 6: GREAT LAKES EAST 00957.....$22.95
VOLUME 7: APPALACHIA & PIEDMONT 00958 .$23.95

S&H in US $2. per book, outside US $2. per book plus 20% for insured shipping. NJ residents add sales tax, Canadians add 7% G.S.T. Please allow 4-6 weeks for delivery. Prices subject to change.

Carstens PUBLICATIONS, INC.
P.O. Box 700, Newton, N.J. 07860

TO ORDER CALL: 1-800-474-6995

NS AND CSX PROMISE NO GRIDLOCK Responding to an increase in scrutiny from both public and private agencies, both Norfolk Southern and CSX have promised that their takeover of Conrail will not cause a repeat of the problems currently ailing Union Pacific. CSX and NS officials have stated that their deal should not be put under a microscope because of the Union Pacific situation and proved that they were serious about not wanting to be scrutinized by submitting a 3764-page filing with the Surface Transportation Board outlining their reasons.

The eastern railroads said in the filing that their deal is very different from their western counterpart in that that are bringing competition back to the Northeast for the first time since Conrail was created in 1976. The filing was the first formal response to claims made back in October 1997 by more than 150 shippers, government agencies and labor unions that the takeover was not as good for business as NS and CSX would like the public to think.

The most outspoken critics of the breakup have been the labor unions, which are asserting that the deal will cause job losses which will lead to safety problems. Nine different unions which have banded together as the Allied Rail Unions have cited executives' quest for profit maximization and compensation as the cause for the increase in rail mergers which have then been cited as the cause for breakdowns in service similar to that on the Union Pacific. Industry analysts have countered that argument by citing the Burlington Northern merger with Santa Fe which, after a bumpy start, has made BNSF an industry leader. Both CSX and NS have shown critics that they have excellent safety records and are investing heavily to ensure that those records are continued once they take over Conrail. What worries most critics of the plan is the possibility that both CSX and NS are white-washing their records and plans of action in order to push the deal through quickly, and that promises made now will be forgotten when the time comes to make good on them.

UNION PACIFIC In what has been turning out to be almost nightmarish for Union Pacific, the problems caused by their merger with Southern Pacific will simply not go away, or go away fast enough. Stockholders of the railroad have retained counsel and beginning late in 1997, moved to file suit against UP claiming that its board knew that the merger might not be as beneficial as they claimed.

The class-action suit represents stockholders who bought shares between March 4, 1997, and October 1, 1997, and accuses the railroad of misrepresenting its safety record and not presenting the buyers with full information about problems with the merger. The stock holders' lawyer, Steven Schulman, has stated on behalf of his clients that Union Pacific directors and officers knew that their glowing statements about the merger were false but went ahead with them anyway, which caused an artificial increase in the stock price. The price then fell after the problems began, reaching as low as $58.50 per share toward the end of 1997, which is far below the $72 per share they were in mid-July 1997.

This lawsuit is not the only one UP is dealing with in the wake of its ailing merger. A New Orleans utility company has filed against the railroad and is seeking $1 million in damages caused by UP's inability to deliver coal to its facilities. Some rail industry analysts have placed the economic damages caused thus far by the merger at over $1 billion with an additional $100 million being lost every month.

To add to the problem, Union Pacific is also facing crew shortages in the wake of the 1997 holiday season. Crews are marking off, having worked generous amounts of overtime causes by the logjam, and have the option of rejecting crew calls. In this instance the extra list will be used but this, too, is being exhausted. UP stated that is hired nearly 650 operating employees in 1997 and is planning to hire 500 more in 1998 which will help to ease the lack of crews and get more trains moving. The inability to move the volume of traffic needed has caused an increase in the amount of cars that UP has on its system. Officials put the maximum number of cars that the railroad's 36,000 miles can efficiently hold at 310,000. Late in 1997 the number of cars on line was almost 340,000 (the number at the height of the back up was 356,000). The NTSB was scheduled to hold hearings on the situation and UP's rash of accidents in late February or early March 1998.

BNSF GRANTED MORE TRACKAGE RIGHTS ON UP The Burlington Northern & Santa Fe Railway Company began direct service between Little Rock and Pine Bluff, Arkansas, on January 14, 1998, utilizing trackage rights gained on Union Pacific following the UP takeover of Southern Pacific.

As a condition to approval of that takeover, BNSF gained access to some 4000 miles of UP trackage extending into the Gulf Coast region, the central corridor of the United States and the West Coast.

Other UP routes that BNSF operates over are Houston, Texas, to Memphis, Tennessee; Houston to New Orleans, Louisiana; Houston to Brownsville, Texas; San Antonio, Texas, to Eagle Pass, Texas, and Denver, Colorado, to Stockton, California.

AMTRAK NOT OUT OF THE RED YET Six U.S. Senators are accusing President Clinton of back-peddling on his earlier pledges of support for Amtrak. The bipartisan group of Senators is accusing that Clinton's proposed budget will cut all federal operating subsidies for Amtrak. One of the Senators making accusations is William Roth (R-Del.), the politician who crafted the Amtrak bailout in the Taxpayer Relief Act of 1997 that Clinton supported.

If Clinton's budget is enacted, the Senators are claiming that Amtrak will be left short of cash and will be forced to conduct widespread layoffs and cutbacks in service.

For more information on the Amtrak situation visit the Friends of Amtrak website at **http://trainweb.com/crocon/amtrak.html.**

THE LONE STAR SPUR RailTex property, Dallas, Garland & Northeastern Railroad has two GP40 mother/slug sets that it does not yet know what to do with. The 4000/4165 set arrived on the property in December 1997 while a second set, 4001/4166 arrived a few weeks later during the first week of January 1998. Both sets have Central Oregon & Pacific (CORP) reporting marks; CORP is another RailTex operation in the Pacific Northwest. The grey and red (not black and white) paint scheme on the sets matches that of another recent addition to the DG&N roster, GP38-2 9522. Both of the slug sets' and the 9522's paint match that of two former Missouri & North Arkansas SD20s on the DG&N roster, Nos.1000 and 1001. The CO&P, M&NA and DG&N share the paint scheme of parent company RailTex.

According to the DG&N trainmaster, the mother/slug sets were rebuilt by VMV Enterprises of Paducah, Kentucky, and were to be used on the railroad for their break-in period. After that, the original plan was to release them to the Union Pacific for use on their Chico Rock trains, thereby freeing up more UP units for other duties. However, the original plan changed as UP began to solve their congestion problems in the area. Hence, they will stay on the DG&N and be used as needed until the San Antonio headquarters of RailTex decides where to send them.

The units have worked the Garland Switcher job as well as the Dallas Turn. The past two years the DG&N has been a rainbow of paint schemes with the current roster utilizing five different liveries. The power on the road is also as varied with Geep 7s and 9s, GP38s and 40s, SD20s and the newest mother/slug sets — SPENCER J. PATTISON.

MIDWESTERN GRAIN TO MOVE For weeks farmers, industry analysts and regulatory agencies have been keeping a close eye on ground-stored grain. After a reported record breaking grain harvest and the congestion which has beset the Union Pacific, many have been fearful that ground-stored grain (grain which is stored outdoors) is being allowed to sit too long and is in danger of deteriorating before being shipped. In response to Surface Transportation Board calls for a plan of action by the two big western grain shippers, Union Pacific and Burlington Northern & Santa Fe, both companies have formulated plans for dealing with the grain moves.

BNSF has submitted a plan that, in addition to the more than 400 cars already in grain service, allocates even more cars for emergency grain movements. The railroad said it has surveyed nearly 1000 grain shippers and found that only 14 requested emergency cars to ship grain before it rotted. The BNSF plan to move grain differs markedly from the UP's in that it would shift cars from other, lower priority shippers to the high priority grain shippers if necessary. UP is unwilling to shift cars and is looking to the improved flow of grain trains to free up the needed rolling stock. UP also plans to employ general distribution of cars, which

S.J. PATTISON

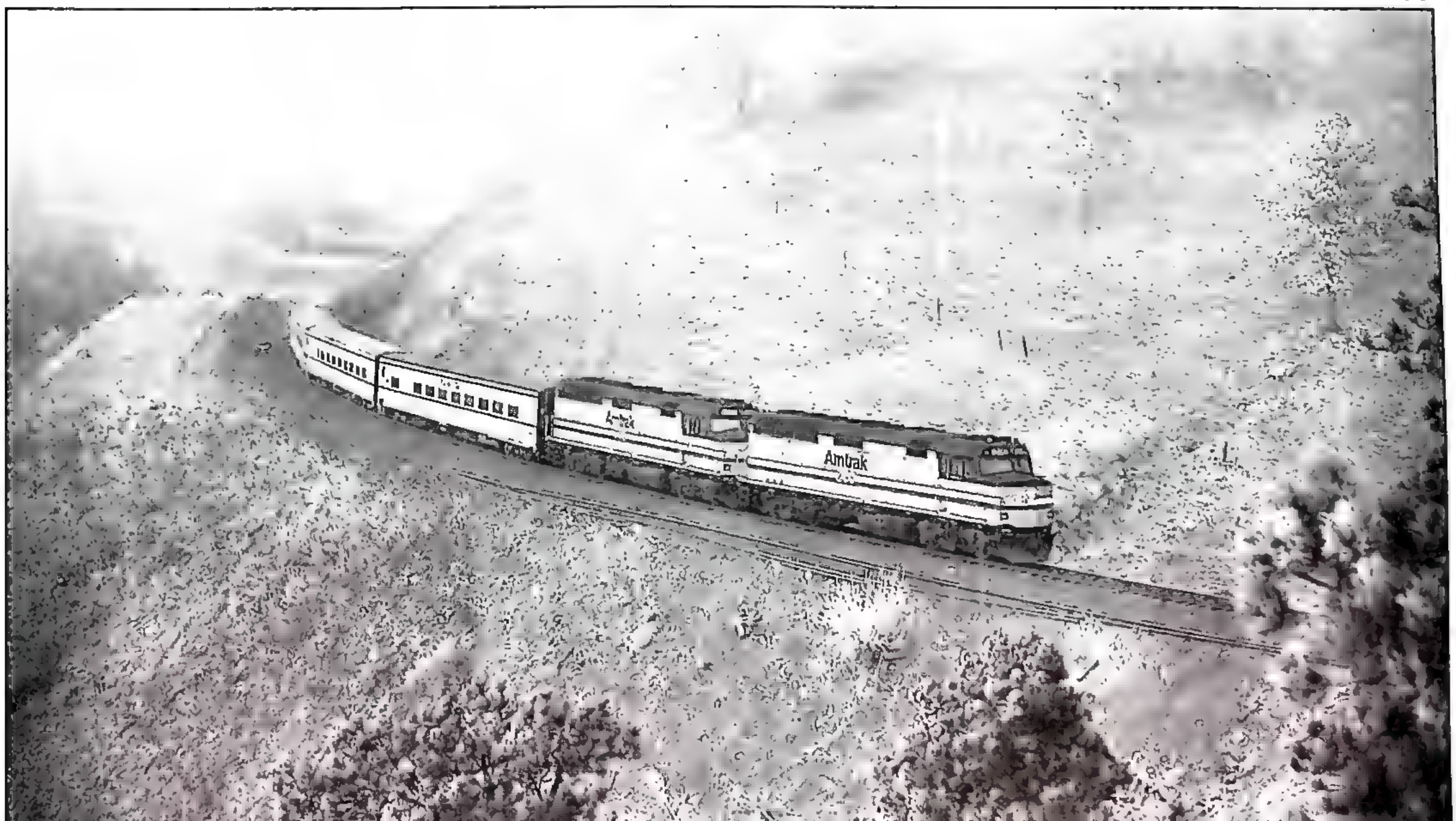
"THE LONE STAR SPUR," Dallas, Garland & Northeastern Railroad, is currently the home of two orphan mother/slug sets. The 4000/4165 (GP40/slug) set was on the Dallas Turn on January 2, 1998. Another set, 4001/4166 (GP40/slug) is also on the property awaiting assignment. The units were destined for UP's Chico Rock trains but never made it.

KCS WAS HAULING UP GRAIN CARS as of late 1997 to help out with the logjam on Union Pacific. Northbound train 3652 (**right**) was at Frierson, Lousiana, on Kansas City Southern rails as TexMex GP60 869 and KCS GP38-2 4033 cut away in preparation for UP power to continue moving the empties north through Shreveport on their trip back to the grain belt.

THE RIO GRANDE SKI TRAIN's FIRST RUN of the 1998 season had to operate without D&RGW power. UP motive power shortages have necessitated that regularly assigned D&RGW GP60s 3154 and 3156, be used in freight service. In their place were leased Amtrak F40s 298 and 388, westbound on December 20, 1997, at Coal Creek Canyon, Colorado (**below**).

BILL LANG

J.L. HICKEY



is the usage of cars not already assigned to auction or pool service.

Union Pacific said that it would assign cars to grain elevevators according to the results of a survey by the National Grain and Feed Association that identifies grain elevators with crops that need to be moved as soon as possible.

1522 TO RETURN TO EXCURSIONS "Rumors of my death have been greatly exaggerated." these words penned by Mark Twain have found meaning with Frisco 4-8-2 1522. The popular excursion steam locomotive has been the subject of rumors (most of them on the internet) ever since mid-1997, when bearing problems surfaced on the first leg of a BNSF employee appreciation special. Many railfans have voiced their fears that the St. Louis Steam Train Association, caretakers of 1522, will not make the costly repairs, might not run the locomotive again and has been considering returning 1522 to static display at the Museum of Transport (which has owned 1522 since it was donated to them by the Frisco and placed on display in 1959). The lesson here: don't believe everything you read, even on the Internet. SLSF 1522 will indeed rise from the ashes.

In August 1997, 1522 entered the shop building at the Museum of Transport where it was stripped of all appliances, boiler jacketing, domes and much of the external piping in preparation for what will be an extensive overhaul. On January 3, 1998, a former U.S. Army MRS-1 gingerly pushed 1522 out of the MOT shop (**page 8**) to an area behind the shop with sufficient space to jack the engine up and remove the driving wheels. Some of the repair work has been contracted out which means some parts will have to be shipped out of state. As a result, 1522 will most likely spend most of or all of 1998 jacked up outside the shop building in the company of Southern Pacific 4-8-4 4460 and Duluth, Missabe& Iron Range 2-10-2 502, which are both displayed nearby. The repairs may take a few years, but railfans can rest assured that the St. Louis Steam Train Association will make every possible effort to return 1522 to the rails as soon as possible. As one volunteer put it, " We've put so much work into 1522 since 1986, it just wouldn't make sense to quit now!" (Most of the information in this story was collected from volunteers with the St. Louis Steam Train Association and employees of the Museum of Transport.) — JEFF TERRY.

NORFOLK SOUTHERN 1998 BUDGET Norfolk Southern released, on January 15, 1998, its projected capital spending budget. The $903 million in expenses includes $149 million, "for facilities and equipment related to the proposed operation of a large part of Conrail."

Some budget specifics include: $56 million for track improvements, primarily for Conrail-related work on NS; $47 million to replace pole lines with electronic track circuits and data radios, $26 million of which is for the NS line between Buffalo, N.Y., and Cleveland, Ohio, (former Nickel Plate Road); $47 million for computer hardware and software projects, $25 of which is related to the Conrail project and $21 million for communications projects, including $17 million for the Conrail takeover.

As a result of his tenacity in ensuring that Conrail would be split fairly between NS and CSX, thus making sure that competition would be maintained and even improved, NS chairman David Goode was named 1997 Railroader of the Year by *Railway Age* magazine. The prestigious award will be presented to him March 10, 1998, in Chicago.

For more information on NS and other class ones visit the links section on the RAILFAN homepage at **www.railfan.com**.

THOMAS THE TANK ENGINE TRAVELS TO STEAMTOWN Children the world over are familiar with Thomas the Tank Engine who is the main character in very popular children's television show. In the show Thomas, a model steam locomotive painted a rainbow of blues and pinks complete with a smiling face on the front of the smoke box, gets into and out of a variety of predicaments, all of which are designed to teach children lessons about honesty, integrity and other good values.

Thomas has since broken the bounds of his model world and grown into a full size locomotive which has been touring the United States to promote his show to children. Steamtown won the honor of hosting the "wrap up" meeting of 1997's Thomas tour. All involved with the event have since agreed that it was a complete success. Record crowds filled the park to capacity and necessitated that the park's closing time be pushed back to 8:00 p.m. from 5:00 p.m. due to masses of people waiting to enter to see Thomas, even as the gates were scheduled to close. Steamtown normally sees about 2000-3000 visitors pass through the gates on a typical weekend. On the Thomas weekend approximately 18,200 visitors came to the National Park site.

The Steamtown momentum is picking up as more and more people, both railfans and non-railfans, discover that the National Park Service has done an excellent job in presenting the heritage of railroading in the steam era. The 1998 Steamtown schedule is being finalized and includes RailExpo '98 which is scheduled to take place over the 1998 Labor Day weekend. Watch TIMETABLE for announcements of Steamtown events.

ELKINS REVIVAL? For the first time in more than one hundred years the rail yard in Elkins, West Virginia, is not owned by a railroad. On December 23, 1997, the Randolph County Development Authority purchased, from CSX, the former Western Maryland Railroad yard for a reported $2.1 million.

The 24-acre lot is slated for redevelopment as part of a ten year, three-phase plan that is aimed at revitalizing Elkins. As part of the plan, the railroad station, which dates back to 1908, will be restored and a town square will be constructed along with an exhibition center, lodging, and the running of a scenic tourist passenger train. The architecture of the buildings is planned to have a "railyard" theme, with brick buildings that have a "functional and industrial" look about them.

This announcement by the RCDA comes on the heels of the State Rail Authority's purchase of the former Western Maryland track between Bergoo and Tygart Junction (see February 1998 R&R). As part of that deal, the state plans to recondition the Dailey branch, which runs from Elkins to Dailey, West Virginia. The purchase of the rail yard by the RCDA and the purchase of the trackage in the area by the SRA both represent a commitment to economic revitalization of central West Virginia by the state and local businesses and public agencies.

Elkins Mayor Jimmy Hammond has stated that development of the former Western Maryland yard in Elkins is on the top of the city's list for 1998 and the coming years — KENNETH R. COBB.

GATEWAY WESTERN Kansas City Southern is now in control of the Fairview Heights, Illinois, based Gateway Western and the power for the 1997 Santa Claus trains on the GWWR were a clear indication of their new owner. The KCS FP9s at the head of the GWWR *Santa Claus Special* (**page 66**) were both originally Canadian National cabs (later sold to VIA Rail Canada). KCS No.2, *Shreveport* (formerly VIA 6504, nee-CN 6504) was rebuilt in 1996. The rebuild job was done at Mid America Car Company in Kansas City and included replacing much of the original unit, save for the carbody. The unit is now classified as an FP9-3 and is outfitted with a modern "desktop" control stand. Canadian National FP9B 6616 has undergone a similar rebuilding, and is now KCS F9B-3 No.3 *Pittsburgh*. Two other KCS F's are currently undergoing rebuilding to bring them up to the standards of Nos.2 and 3. The F's are normally reserved as the power for KCS's executive train — JEFF TERRY.

MUSEUM ACQUIRES RARE PASSENGER CAR The Railroad Museum of Pennsylvania, located in Strasburg, acquired a turn-of-the-century combination passenger/parlor/mail car that is the last of its kind known to be in existence. The 82-foot long Buffalo & Susquehanna car No. 35 was built around 1906 by Barney & Smith Company of Dayton, Ohio. Since 1978 the car stood in a train shed near Gettysburg, Penn., until owner Sloan Cornell, former owner of the Gettysburg Railroad and current president of the Knox & Kane Railroad, contacted the museum and donated it; all the museum needed to do was get the car to Strasburg before the new owners of the train shed it was stored in cut it up for scrap.

The car is largely intact, with a completely wooden undercarriage, original trucks marked "B&S RR," leather seats, decorative interior string and floral wooden inlay and stained glass windows. The museum took ownership of the car in late December 1997 and secured it to prevent damage caused by the elements. Restoration will hopefully commence soon.

TWO KODACHROMES: SCOTT SNELL

THE FORMER CENTRAL RAILROAD OF NEW JERSEY COALING TOWER in Bethlehem, Pennsylvania, was removed by a contractor (**left**) in late 1997 with the entire structure gone by December 26, 1997. The ex-CNJ facility was shared by Lehigh Valley, Reading, Lehigh & Hudson River and CNJ crews until 1972 when the CNJ suspended operations in Pennsylvania. The LV and Reading then used the facility until the formation of ConRail in 1976; Conrail used it for servicing until the mid-1980s. An adjacent roundhouse was demolished in October 1997, so the facility's structures are now completely gone. The above view of Conrail B23-7 1947 and sisters being serviced at the Bethlehem engine terminal is from happier times back in 1983.

THE UTAH RAILWAY AND BURLINGTON NORTHERN & SANTA FE have entered into a contract which will see BNSF local freights in the cities of Salt Lake, Ogden and Provo in northern Utah operated by Utah Railway crews. BNSF has supplied some of the locomotives to get the operation up and running and Utah Railway has leased several former MidSouth GP10s and two former California & Northern EMD SD9s from a leasing firm. A BNSF local (**below**), with leased power showing its BN and C&N heritage heads south toward Provo to meet its through-freight connection (operating via trackage rights on Union Pacific) on Saturday, December 12, 1997. The Utah's switching operations are based out of Midvale Yard south of Salt Lake City.

KODACHROME: MARTY PETERSEN

STEAM IN

by Kent Patterson

HAVING MISSED working steam's twilight in North America even in the faintest memory, I longed to see it somewhere before it vanished forever. Visits to museums, excursion rides and tourist railroads, while offering examples of operating steam locomotives, left something missing. From procrastination, steam opportunities were missed in Germany, Poland and South Africa. In more recent years there were further steam phase-outs in India, Africa and Latin America. I wanted to see a first class non-museum operation with main line freights, and perhaps some steam-powered passenger trains as well. As the 1990s were winding down, I found photos, videos and articles about China's steam operation more and more appealing.

As a China rail watcher may agree, Sino steam can resemble North American operations of the past. Close to 3600 steam engines still work daily, and they look far more American than locomotives found in Europe. To see this lost world, one does not necessarily need to spend a fortune or several weeks of time. This solo trip was just over a week, and cost just over two thousand dollars, including escort. While frequent flyer mileage was used for the airfare, one can fly to Beijing for under a thousand dollars.

Several bastions of steam exist in both the north and south of China. This introductory trip was in northern China at two small cities with significant concentrations of steam activity — Chengde, noted among China steam fans for its busy steel mill branch operation, and Yebaishou, a junction with a "steamy" concentration of 50 locomotives. Both points were suggested since they could be accessed by several scheduled trains from Beijing.

Chengde

On April 3, 1997, train 225 from Beijing slowed into the city and yard of Chengde, where reportedly steam still ruled the rails. Until 1959, Chengde was only accessible via the former Japanese lines to the northeast. A Chinese-Soviet friendship project, whose purpose was to get steel out of this mountainous area and ship it to the south, linked Chengde to the main line outside of Bejing by way of over 100 miles of difficult terrain.

Pulling into Chengde, everyone in the tourist coach seemed more pre-occupied with tour arrangements while I sat in my seat watching the yard approaches of Chengde. We passed a

PHOTOGRAPHY. KENT PATTERSON

CHINA

KNOWING YEBAISHOU HAD STEAM IN FREIGHT SERVICE, *the author ventured to the small town in northern China during a 1997 trip. What he didn't expect was getting passenger trains with steam on the point — and a 2-10-2 at that! A QJ-class led a long train through the Wyoming-like countryside on April 6, 1997.The yard in Chengde had a JS-class 2-8-2 switching while a pair of the QJ's simmered away on April 3, 1997(**opposite**).*

walled engine facility, where two steam locomotives appeared alive with a few hints of vapor. The train eased to a stop. People exited, but looked in awe as a QJ-class 2-10-2 glided by in an adjacent track — just a normal day in Chengde. Getting off the train with my pack and bag, I strode towards that engine, parked at the south end of the platform. Two policeman gave curious glances, but didn't seemed to be disturbed. The picture taking of steam engines had begun.

Walking back to the depot, I found my guide slightly worried where I was. I'm sure, though, that this has happened before, since he's a regular in handling railfan groups. I was anxious to photograph, but instead, he and the driver took me to the hotel so that I could relax and freshen up, and then we'd go out for lunch. This wasn't exactly what I wanted to do, but went along with the flow. Just into my five-plated lunch in downtown Chengde, a loud steam whistle blasted from a couple hundred yards away. I felt like an fool missing a train while eating.

Immediately after lunch we got into a minivan and headed just out of town up a road in a hilly area that looked not unlike Colorado.About a half hour passed at this sight and boredom set in, along with the familiar worry that the mealtime train was the only train. Boredom quickly vanished, however, erased by a wailing whistle that didn't sound more than a couple of miles way. Steam power was then audible, apparently climbing a steep grade. Being accustomed to waiting for diesels, I enjoyed the different sounds an approaching steam train made. Missing was a steady throb of diesel engines. Instead, steam only makes its audible presence known when working. Suddenly, the sounds of steam labor stopped. A moment later a tank-first Mikado with a string of coal empties and another Mikado on the rear came into view. This downhill movement finally coasted into view, with the sound of rolling wheels making the only noise, as the summit was passed and this train now rolling

THE FIRST UPHILL TRAIN PHOTOGRAPHED *on the trip had a single SY-class Mikado leading a consist of mostly coal loads on the steep grade out of Chengde towards the steel mill 20 miles from town. The unexpected bonus was the pair of 2-8-2s pushing the train — another SY leading a more Chinese-looking JS (**left**). All day long trains with three locomotives pass this point, making it a favorite location for steam enthusiasts visiting China.*

downgrade towards Chengde. The experience was good, but not great.

That experience was eclipsed, however, in a half hour by a trainload of coal from Chengde Yard heading up the grade. Soon the heavy effort could be heard at my point. The smoke could be scene in the sky long before the train came into view. A Mikado brought up the head-end of the train. It was using every ounce of effort. but wasn't in any obvious danger of stalling as it proceeded at 25 miles per hour. The 2-8-2 and 15 loads passed, but the real surprise was double-headed pushers working just as hard. The train passed and the mountain behind me was filled with the train and its three locomotives struggling and belching smoke, the sound echoing grandly into the valleys. I was struck with total disbelief, as this scene was beyond expectation and imagination.

All day long two- or three-engined trains, all steam, shuttled coal and freight uphill to the Chengde steel mill. My location was about halfway up the line, just a few miles from either Chengde or the steel mill's twelve-track yard and service facilities. At this spot, one would never think that this line is only about 20 miles long. At either end of the line, the train is switched out and the power gets re-assigned for another trip making for a busy operation. This short hilly railroad has come to be a favorite with steam tourists. A heavy volume of coal and freight gets pulled and shoved up this line all day, and often at night. Railfans staying a hotel near the tracks in Chengde have been known suffer from acute insomnia on account of this operation.

Chengde was the first of two destinations on my itinerary. The mill operation offers a good vantage for steam operation, as the guide showed me several fine spots to see these trains — the mill, the mountains and the banking (helper) station and main yard in Chengde.

Yebaishou

When earlier informed that over 50 active steam locomotives are assigned to Yebaishou, somehow a foolish perception, or optimism, allowed my imagination conjure up an image of what a visit will be like. "If a place has 50 steamers, it must have great lodging too," I thought. The itinerary showed Jianling Hotel, with no stars. A notation followed that Yebaishou is a small county, and didn't have big hotels. Fine. The image of a nice little rural village with a Chinese flavor would suit me.

At 1:30 in the morning my train to Yebaishou halted. A few dozen people alighted from the 13-car consist in a cold darkness, as there were no lights on this 16-car cement platform. The footing on the station platform was decent, excepting a few missing pieces of pavement, and I soon found my way to the hotel.

A good deep sleep ended with a noticeably earlier sunrise that elsewhere. It was still well before 6:00 a.m., and upon opening the curtain I found a view of a coal burning industrial town. A periodic steam whistle could be heard in the distance. The presence of coal in the air was very evident, since it is the primary fuel. In the winter months, when coal heat is widely used, the air quality is terrible. One main reason why steam locomotives still operate here is the coal abundance, along with a shortage of oil. Steam power's labor intensive nature is another reason it can still be found in Yebaishou, since it is keeping many workers employed. Diesel locomotives in China often operate with a single engineer, while a steam engine has a crew of three, the engineer and two firemen.

The hot water faucet yielded nothing, but was left open. About 30 minutes before the seven o'clock breakfast, the sound and vibration of a mass of pipes rattling in the hotel heralded the one hour availability of hot water (one hour rations also allotted mid-day and evening). Soon the water sputtered out of my faucet. I had time for a shave and good shower. Breakfast offered the chance to meet my "staff" or "crew of three" who would take me linesiding. The meal was a Chinese breakfast geared not for Westerners. Watery porridge with an aftertaste, the very spicy pickled cabbage, shredded sausage, and fried peanuts and a small glass of hot milk, made me anxious to get out to the railroad and away from this depressing eye opener.

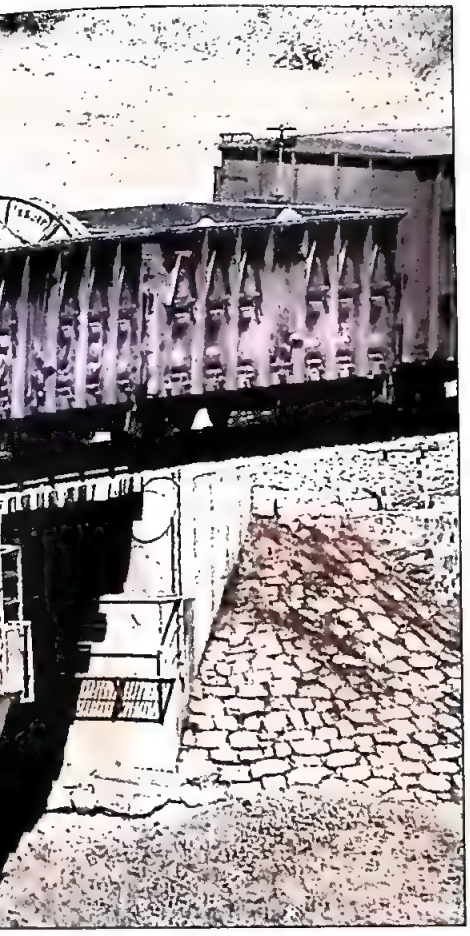
A 20 minute ride on this Sunday morning took us outside of town to the northwest on the Chifeng line. Unlike the smoky industrial town, this was hilly, semi-arid farmland with crisp clean air. Virtually every inch of available land was utilized for crops. Green beans were coming up on this early spring morning, and the sprouts were thankful of no smog. We just missed a steam freight and parked on a hill briefly to catch the next train, a freight going upgrade. Unfortunately, it was led by a DF4 diesel with a QJ-class 2-10-2 trailing. A few minutes

A QJ-CLASS 2-10-2 led two headend cars, seven coaches, a diner and three sleepers upgrade on the Chifeng line, 15 miles outside Yebaishou, on April 6, 1997. A double-headed freight had passed this location 30 minutes earlier, but the author was still fighting the effects of jet lag when it went by. The only diesel seen on that same day was a DF4 (DF standing for Dong Feng, *Chinese for East Wind) assisting a QJ (**below**). Note that hoboing is somewhat common.*

afterward we went a couple of miles further to a spot resembling a single track version of the Union Pacific summit at Sherman Hill in Wyoming, or at least some point on the UP, as this area was surprisingly sparsely populated and farmland looked more like ranch country. This area is not far from Inner Mongolia. Provincially labeled as Autonomous Inner Mongolia, the nearby region is an acknowledgment to Mongolian Nomads, providing more territory to their sparse population. From a photography standpoint, this place had a nice backdrop, and was a good area to relax and read my novel while waiting for the next train. The ground was ideal to sit or recline on. Soon I was lying down with my head propped on a soft part of the camera bag awaiting the next train.

Sun warmed the chill and a gentle breeze of clean air washed over me. I closed my eyes for a few minutes. Before I knew it, I was asleep, dreaming of steam trains, with one train in

FREIGHT TRAINS OUT OF YEBAISHOU *usually rated a pair of QJ's pulling 30 to 40 cars. On April 6, 1997, a pair of the 2-10-2s were running back-to-back. The following day another pair of QJ's were racing out of Yebaishou, building speed for the grade ahead* ***(below)*** *on the line to Chaoyang. Trains with one locomotive on the headend usually had helpers on the rear.*



the dream growing louder. Some part of my subconscious managed to awaken me, realizing that double headed QJ's on a westbound freight had climbed the summit near me. I was caught off guard, ran into position ill prepared, and grabbed a poor shot. Of course, I figured everything else for the rest of the day would — naturally — be diesel powered.

The QJ's passed over the horizon along with their black plume of smoke, and disappeared behind a hill about five miles in the distance. But just minutes after that, another distant plume of smoke appeared. For about 20 minutes it got closer, and I wondered if it was a diesel with carbon buildup. My fears were put to rest, however, as a QJ 2-10-2 round into view about a mile away. It was climbing upgrade, began working harder and slowed to under 30 miles per hour. Best of all, it was a passenger train, an unbelievable sight that looked like an American long haul limited; two head-end cars, seven coaches, a diner and three sleepers in a matching dark green livery! Not 20 minutes behind was a double-headed freight with a pair of QJs. Another 40 minute wait yielded a similar freight going in the opposite direction towards Chifeng. So much for my diesel fears.

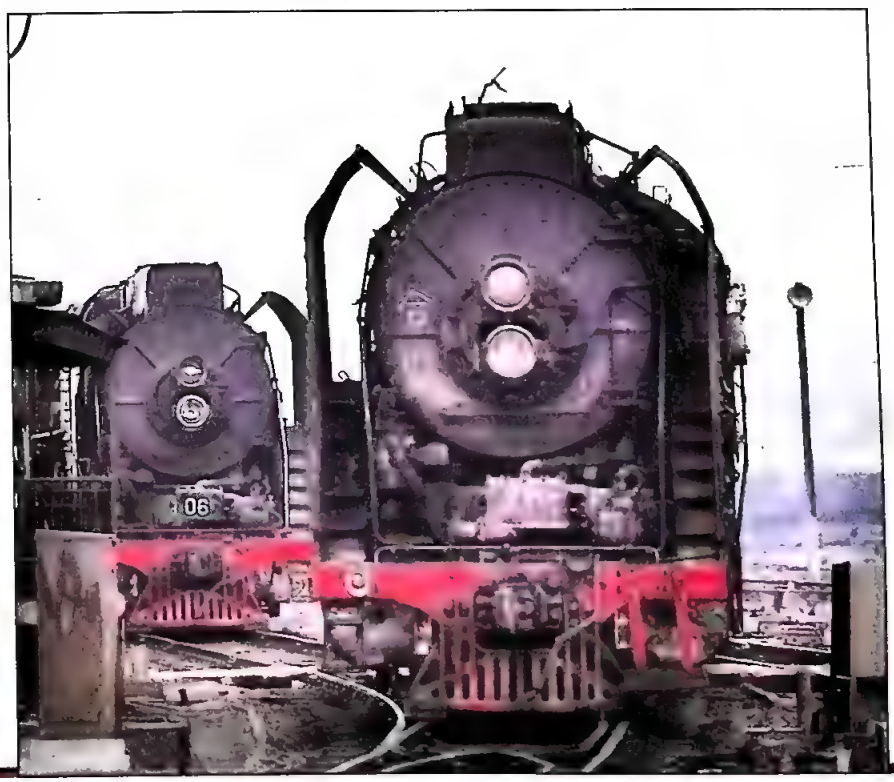
Content with the shots at this location, my guide showed me another favored spot atop a hill by a bridge and curve. This newer location grew better as the afternoon lighting progressed. The hillside spot featured a broad S-curve, a bridge and, just beyond, a station with a passing siding offered an ideal vantage point. Once again it was also a pleasant place to relax and read between trains, and even get another nap, this time without oversleeping. I shot several freights with double-headers, another passenger train and some local freights behind the usual QJ road power under splendid afternoon lighting conditions. The hills with some evergreens and a true-blue sky, which can be elusive in China, made for the most glorious day of the expedition.

That evening, we took a several block walk to a dinner of dumplings and a 20-ounce bottled local beer and watched Chinese television. After sleep and another Yebaishou breakfast, I was out on my final day of photographing my dream. This time we went to the other side of town, on the line to Chaoyang and eventually Shenyang, which featured a like volume of traffic and motive power as my previous day's location had. The only difference here is that the passenger trains tended to have diesel power. After a morning of continual QJ action, I actually grew bored and my staff gladly took me to a new spot in a nearby town. I wanted to get a station shot, but was taken to a viaduct a mile outside of town. In search of the station, I walked down the right-of-way towards town. A light tender-first QJ passed towards town, and Yebaishou, indicating that perhaps at times the second engine on double- headers were really just helpers.

Not accustomed to fast trains in China, I got a surprise. Suddenly, I heard steam power racing, and seconds later a heavy fast freight rounded the bend towards me at speed, barely allowing time to aim and shoot. A pair of QJs came barreling out of town at a shocking 60 miles per hour as if they were on the plains of Kansas.

Late afternoon came. Clouds arrived, the winds turned east, and a damp cold chill permeated as the lighting deteriorated. The last picture was taken, and we retired back to the no star hotel to await a midnight boarding. After an hour wait on a chilly night, I welcomed getting into a soft-sleeper — more or less the Chinese equivalent of first class, but slightly more economical in price and accommodation. The new business traveler as well as the party-elite can afford soft travel. Each soft sleeper holds 36 passengers, and on this night I was one of them. After five days of solid steam adventure I was looking forward to returning home.

***THE MAIN YARD AT YEBAISHOU** is seen from a grade crossing frequented by steam-seeking tourists (**below**). The QJ on the left is waiting to be added to a passenger train, while another QJ has just finished a freight assignment and is headed for the turntable and shop.*



Kansas City Southern

The Times They Are A-Changin'

by

Everson Jennings

Kansas City Southern Lines

CHANGE COMES QUICKLY in the railroad industry. If you don't believe that, try to go back home sometime and see how many things on the railroad front are still the same. New paint, new locomotives, even new companies all describe the changes in the North American railroad industry. A branch line is now a short line while a main line is abandoned. Those "modern" SD40s are now relegated to secondary trains and even the "new" wide-nose SD60's are showing their age. Traffic flows are different. Coal, poultry feed, chemicals, and intermodal now rule where merchandise once traveled in boxcars.

Of all of the railroads in the U.S., the Kansas City Southern is certainly one of the leaders in this change. From a sleepy little line of approximately 1600 miles serving a limited territory between Kansas City and

about the KCS from several vantage points in the Arkansas area. (Notice in its home country it's nearly always *the* KCS, not just a generic NS, UP or CSX; familiarity with the company in this case breeds respect.) During that time, I discovered a jewel of a railroad which few fans had taken the time to appreciate. But don't get me wrong — the KCS had its fans. During that time, there were several small bands of dedicated, hard-nosed individuals who all got to know their own parts of the system. Occasionally the groups would stumble across each other in the field, maneuver to defend their "private" locations, and perhaps exchange some information that wasn't too privileged in nature.

Because of this intimacy, little had actually been written about the railroad. For example, notice how few pictures of the railroad exist in the voluminous works of those like Ball, Collias and Beebe. Few books are available on the Kansas City Southern, and these are generally not much more than a brief history accompanied by some nice photographs. Occasional articles like the 1979 series in *Trains* stirred up a bit of outside interest, but generally after the first hot summer or rainy winter, the diehards got their railroad back to themselves. Until very recently, the KCS just

PHOTOGRAPHY: BARTON JENNINGS, EXCEPT AS NOTED

***KANSAS CITY SOUTHERN SD60 724** leads a southbound freight at the north end of Sulpher Springs, Arkansas, on December 26, 1992. The town's stone depot is long gone, but Sulpher Springs still feels the pounding of KCS trains as they charge up the first ridge south of Noel, Missouri. A hot, humid, hazy summer day is coming to a close in Monroe, Louisiana, as KCS GP38-2 4005 rests in the yard (**opposite**). The sign marking the site of the scale house in Shreveport, Louisiana, was still standing on December 4, 1991 (**top**).*

the Gulf coast in the 1980s, the KCS has exploded to become a booming 2800 mile set of routes serving nine midsouth and midwest states (and this doesn't include the recent acquisition of the Gateway Western/Eastern, Tex-Mex, or operating rights in Mexico and Panama).

From 1986 to 1991, I explored and wrote

hasn't received the national attention that such a railroad deserves.

But something has changed. In the years since I left KCS territory and moved to eastern Tennessee in 1992, the cocoon has opened and the butterfly of today's KCS has spread its wings. New routes, new power, and new trains have attracted the attention of many from outside the railroad's traditional power base. Articles on the various lines have begun to appear everywhere. Excited calls from friends back home about their latest adventures on Rich Mountain, McElhaney Hill or the VS&P (Vicksburg, Shreveport & Pacific — the former IC line across northern Louisiana

A BIG SURPRISE *during the winter of 1989-'90 was the assignment of a B-unit slug to the consist of the Neosho, Oklahoma, to Watts, Missouri,* Dodger. *The permanently assigned consist of GP40-2 796 (since renumbered 4796), B-unit 4077 (since retired) and GP38-2 4007 attracted railfans from all over. The* Dodger *is heading north around the big curve into Lanagan, Missouri, on February 17, 1990. A sign of changing times is the station at Cullen, Louisiana* ***(below)****. Located just south of the mills at Springhill, Cullen used to be a major station for the operation of the original Louisiana & Arkansas. By January 6, 1991, only local operations were found on the line, and by the looks of the station it is evident things aren't what they once were.*

now known as the Meridian Speedway) continue to increase. Even the new former-Canadian Northern units (which somehow have made a few visits here to Knoxville), and the reports of tunnel motors on the property increased my interest in returning home for a long look. In September 1997, I did just that, returning to many of my favorite KCS haunts. So let's take a look and compare the KCS of yesterday and today.

Background of the original KCS

From the very beginning, the KCS was a maverick, building after all of the "great" railroads had been built and building in the wrong direction — north/south instead of east/west. Similar railroads such as the Clinchfield and Florida East Coast somehow captured the country's attention while the KCS just worked on. Like the others, it took one very powerful and determined individual to make the arrangements work. In the case of the KCS, that individual was former insurance salesman Arthur E. Stilwell. With the experience he had gained building the Kansas City Suburban Belt Railroad just a few years earlier, he began laying the tracks of the Kansas City, Pittsburg & Gulf (KCP&G) in 1890. Even during the financial panic of 1893, when most Europeans pulled their funds from American ventures, Stilwell was able to raise $3 million by selling securities to the Dutch (This explains many of the names along the KCS, such as the Queen Wilhelmina lodge originally built by the railroad.)

The route south out of Kansas City was designed to provide gulf port access to farmers who were suffering from what they thought were extraodinarily high freight rates. The general route chosen was typically flat except for the Ozark and Ouachita Mountains in the Arkansas area. By buying and connecting lines already built to the south, Stilwell occasionally altered his intended route to the Gulf but was able to speed up the construction until the rails to Port Arthur, Texas, were completed on September 11, 1897. Stilwell's celebrations lasted only for a short while, however, as the KCP&G entered receivership before the turn of the century. On April 1, 1900, the Kansas City Southern Railway emerged from these financial difficulties. However, as often happened in those days, the founder Stilwell was no longer part of the scene. Instead, for the next dozen years, he would be president of the then-building Kansas City, Mexico & Orient Railway, trying to link Kansas with a Pacific port in Mexico.

While the railway was built to give farmers in the Midwest a cheaper route to export markets, 1901 introduced the product which would make the KCS healthy through today. On the 9th of January in that year, oil was found near Beaumont, Texas, triggering a boom in refining and chemical production. Throughout much of this century, nearly 40 percent of the railroad's operating revenue has come from petrochemical movements.

Because of the wealth provided by the grain export and oil businesses, the KCS looked to grow further. During the 1920s, the railway acquired control of the Katy and the Cotton Belt but was forced to sell them (at a good profit) by the Interstate Commerce Committee. These profits and the steady oil and grain revenues allowed the railroad to stay solvent throughout the depression of the 1930s. Also because of this wealth, the railroad could afford to seek other ways to expand.

Along the midsection of the line, there were numerous other opportunities to grow. Near Stamps, Arkansas, a logging railroad was developing around the connection with the aforementioned Cotton Belt. Started by

William Buchanan in 1896, the railroad had grown to stretch from Alexandria, Louisiana, northward to Hope, Arkansas. Named the Louisiana & Arkansas Railway (L&A), a line was built into Shreveport, Louisiana, in 1910 to provide a connection to the KCS. Other railroads were also building in the area. To the south, the Louisiana Railway & Navigation Company (LR&NC) had been constructed at about the same time as the KCS. This railway connected Shreveport and New Orleans with the aid of some Mississippi River ferry service. The railroad had been built by William Edenborn, who had made his fortune by holding nail and barbed wire patents. The LR&NC also operated a former Katy line from west of Shreveport to near Dallas, Texas. This cluster of railroads in northern Louisiana and southern Arkansas attracted Arkansas utility giant Harvey C. Couch, who acquired and merged the railroads as the Louisiana & Arkansas. With Couch's business and political connections, the railroad prospered and certain key routes were finished or expanded.

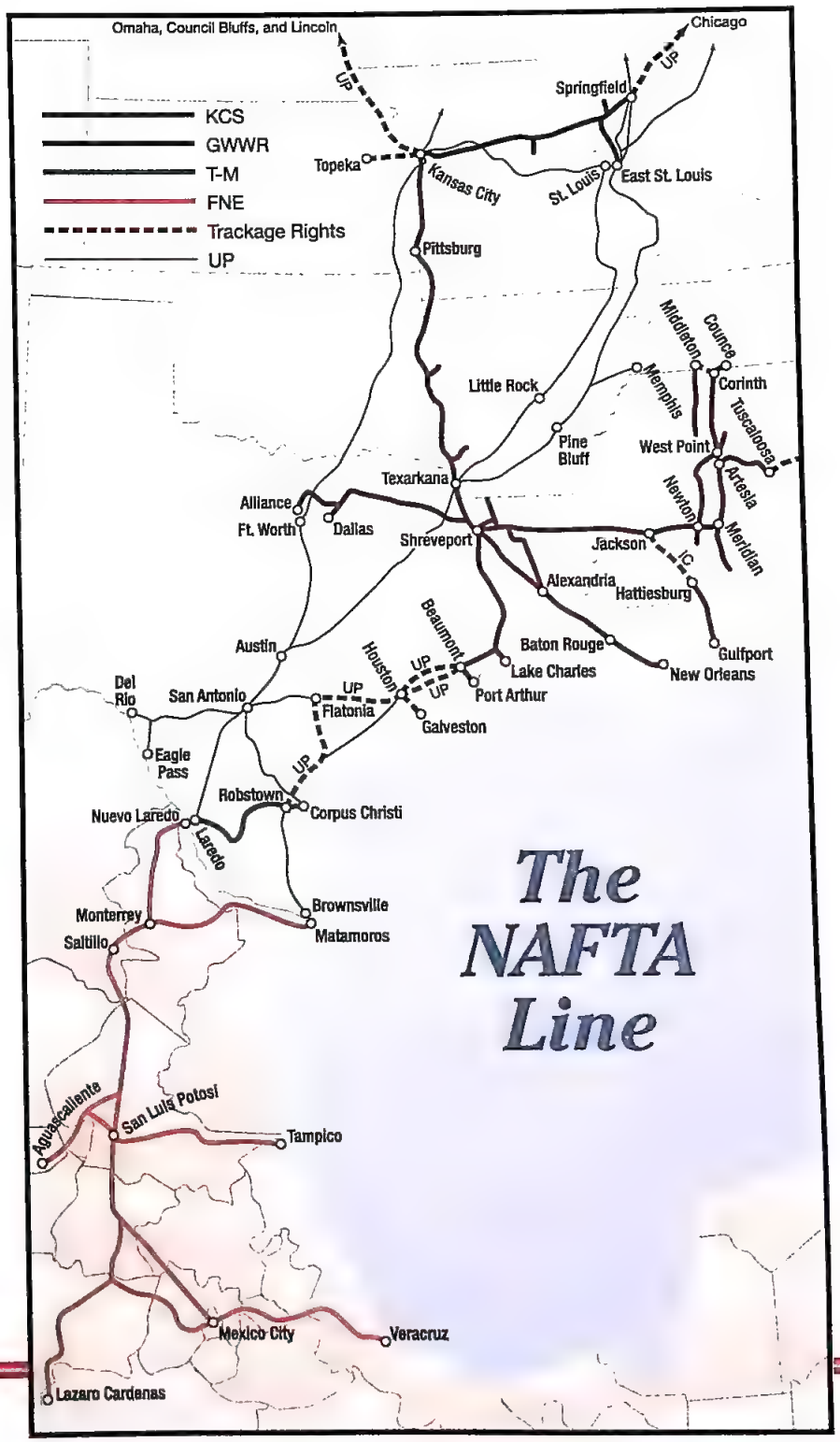
The KCS and the L&A eyed each other, each knowing that a merger would extend their territories and provide numerous benefits. In May 1939, Harvey Couch became KCS chairman, starting a strong relationship between the railroad and area electric utility companies. The two lines merged later that year and the name Kansas City Southern Lines was commonly used to signify this operation. Although merged, the L&A maintained some separation and it wasn't until 1995 that the railroad was finally fully acquired and merged by the KCS.

The merged railways produced a very profitable system. Under the tenure of William N. Deramus, just about the entire railroad received new rail, ties and ballast. It was often bragged that no derailment or delay would be caused by the track. At the same time, dieselization was completed on the line in 1953. However, the prosperity of the KCS may have hurt it as heavy expenditures on track and equipment during the 1940s and '50s were followed by a decade or more of profit taking. Beginning in the late 1950s, investment in the railroad almost stopped and a new management team acted as if the improvements would last forever. Thus the 1970s were hard on the railroad as coal and grain traffic volumes exploded on an infrastructure which was near failure. Several years of almost total system collapse required the KCS to basically rebuild the railroad, resulting in what is today described as a top class railroad. Heavy rail, new ties (high-strength azobe wood in many of the sharper curves), and tons of ballast are the norm today.

This was the KCS I knew when I moved east in the early '90s. A subsidiary of Kansas City Southern Industries (KCSI: KSU on the stock ticker), the KCS main trunk ran along the Missouri/Kansas and Arkansas/Oklahoma borders from Kansas City to Shreveport where the roots set out for New Orleans/ Baton Rouge, Dallas and Port Arthur. Few branch lines were operated with the major exceptions serving Fort Smith, Waldron and Hope, Arkansas, and Lake Charles, Louisiana. Traffic was an even mix of coal, chemicals, and grain with general merchandise making up only a small part of the shipments.

The railroad expands in the region

Even as I was preparing for my move east, the KCS was changing and expanding. KCS was involved in obtaining trackage and trackage rights in the Dallas area in response to the development of the Dallas Area Rapid Transit (DART) operation and the move by Santa Fe to consolidate their operations in the area. Another change was in response to the Union Pacific-Katy merger. In 1988, KCS received haulage rights (KCS doesn't run the trains, UP does) over Beaumont-Houston/Galveston, Kansas City-Council Bluffs/Omaha and Omaha-Lincoln routes. These latter routes gave KCS more access to the important Iowa



and Nebraska poultry feed supplies for the booming chicken business found in Arkansas and Missouri while the route into Houston gave it access to more of the petrochemical business and also to additional port facilities. It would also play a role in later expansion plans.

Even with these new trackage and haulage rights, KCS still was nervous about being surrounded by larger rail giants. The railroad continued to seek ways to expand further even as other companies were practicing system shrinkage as a way to increase corporate profits and customer reliability. With the growth in poultry feed movements, KCS looked for ways to reach new markets. In the 1980s, a large Tyson feedmill complex was developing near Nashville, Arkansas, on the Graysonia, Nashville & Ashdown (GN&A). Union Pacific provided most of the grain for the mill but the KCS noted that the connection at Ashdown, Arkansas, could give them a share of the market. The GN&A had at one time been a part of the Memphis, Paris & Gulf, a rail line built to connect to the KCS at Ashdown and stretched northeastward to Hot Springs, Arkansas, but with obvious plans to extend further in both directions. As the fortunes of the MP&G withered, the GN&A was formed in 1922. In 1926, it shrank to 32 miles, serving rural southwest Arkansas between Nashville and Ashdown. The following year it was acquired by Ideal Cement which built a large plant along the line at Okay. By the 1990s, Ideal Cement was no longer interested in operating a small railroad in Arkansas and the KCS was able to acquire the line on July 2, 1993. This gave it direct access to the growing feedmill and resulted in new

***GRAYSONIA, NASHVILLE & ASHDOWN MP15DC 80** was working the feedmill just west of Nashville, Arkansas, on September 21, 1989 **(left)**. KCS now operates the line and 80 is now KCS 4367. MidSouth 1804 and 1056 crossed the former VS&P main line and entered the small yard at Gibsland, Louisiana, on September 26, 1991 **(below)**. This former North Louisiana & Gulf operation is now part of the KCS empire.*

BOTTOM KODACHROME DAVID HURT

***PRIOR TO THE TAKEOVER** of MidSouth by KCS, locomotives from both railroads shared duties working in Columbus, Mississippi, on October 6, 1993 **(left)**. KCS GP38-2s 4020 and 4014 were teamed up with MidSouth GP10s 1017 and 1072. The merger had been approved the previous June, but didn't officially take place until January 1, 1994.*

SEPTEMBER 6, 1997

Mena: A depot, a railroad, and a crossing

Mena, a quiet town of 5500 or so in western Arkansas, is a place of mixed emotions. Founded during the construction of the Kansas City, Pittsburg & Gulf, the town was from the start dependent upon the railroad. During the early years of the town, several logging railroads were also based here and the KCS promoted the town worldwide, trying to increase the railroad business found here. However, the town has never grown much beyond what it was at the time of the peak railroad involvement about 1900. Perhaps the reason can be explained by Stilwell's comments about the area. He wrote in his memoirs that he encouraged northerners and foreigners to move to Mena because Southerners were inflicted with the hookworm parasite, making them lethargic. He wanted to deal with people more energetic and ambitious.

Well don't tell that to Mena locals today. A well-preserved depot now invites the travelers on U.S. Highway 71 to take a break and sit for a while. Nearby Queen Wilhelmina State Park up on Rich Mountain is a regional tourist draw. But Rich Mountain and Mena receives a pounding as regular as clockwork whenever a train makes its charge up and over the hill. Mena sits in a rare flat spot for this country, giving northbound trains a chance to catch their breath and southbounds a brief respite from their constant braking. Also here is Arkansas' most hazardous grade crossing where, despite cantilevered flashing lights, Mena Street has twice the number of car/train accidents (12) as its nearest competitor during the past 5 years.

Aware of the situation, KCS has been working with the community on the problem. Fortunately, although the collision count is high, Mena Street doesn't even make the list for fatalities with zero. For the railfan waiting at the depot, the decision by KCS to restrict trains to 20 mph across the crossing, which by the way is immediately adjacent to the Mena Depot Center, provides an ideal photo opportunity. However, watch yourself as obviously too many drivers don't see the "DO NOT STOP ON TRACKS" sign next to the crossing — only 15 feet from Hwy 71 — BARTON JENNINGS.

grain movements. This action was so quick that few railfans had time to make a last visit to the railfan-friendly GN&A.

This small victory occurred at the same time that one of much greater importance was being completed. In 1986, Illinois Central Gulf was deep into downsizing when it spun off its Shreveport-to-Meridian, Mississippi, route (along with their Hattiesburg-to-Gulfport and Redwood-to-LeTourneau, Mississippi, lines) to the MidSouth Rail Corporation. The 313-mile core route was made up of the one-time Vicksburg, Shreveport & Pacific along with the Alabama & Vicksburg, former Yazoo & Mississippi Valley leases which were once part of the great British-controlled Queen & Crescent Route properties. MidSouth expanded rapidly, acquiring in 1988 the nearly 700 miles of the Gulf & Mississippi, a 1985 ICG spinoff to L.B. Foster. This acquisition gave the MidSouth access to Birmingham as well as numerous north/south lines throughout Mississippi.

MidSouth had also acquired other lines in the area. One was the 26-mile Corinth & Counce, a Tenneco owned shortline serving its mills at Counce, Tennessee, which was sold shortly after Mike Walsh left Union Pacific to head up Tenneco. The other major route bought was the Stone Container-owned North Louisiana & Gulf/Central Louisiana & Gulf. The NL&G has a long history of serving the north Louisiana woods since 1906 and was an active participant in the "Gibsland Shuffle" several days a week (see "Louisiana shortline sketchbook" by Bob Karstens in the April 1978 RAILFAN). On the other hand, the CL&G was a new shortline, being organized

HOLDING FOR A SIGNAL, *KCS 4010 returns from interchanging cars with the Cotton Belt at Texarkana, Texas, on November 21, 1991. This junction features crossings by Union Pacific, the former Cotton Belt, KCS and Texas Northeastern. Until several years ago, CB (Cotton Belt) Tower also stood here providing a ready source of information to the polite railfan. Today, the trains perform the same tasks but now metal boxes decide which track they take.*

SEPTEMBER 7, 1997

Tipton Ford: did you know?

In 1914, the war in Europe was closer to dragging the United States into battle, the Panama Canal opened, and the KCS experienced probably their worst rail accident in history. Today, Tipton Ford isn't much of a place, being just eleven miles south of Joplin in southwest Missouri. However, on August 5, 1914, just before 6:00 p.m., it was the center of much of the activity on the railroad. Pacific-type No.805 pulling a northbound passenger train had just hit southbound Missouri & North Arkansas gasoline motorcar No.103, apparently after the M&NA crew missinterpretted their orders to meet the train at Tipton Ford. The motorcar telescoped more than 20 feet and was thrown back 650 feet by the impact. The collision and resultant fire from the fuel tank killed 43 of the 77 persons onboard. Today, the M&NA is no more, Tipton Ford is no longer a station but still buzzes with the passage of KCS freight, and the Neosho cemetery cradles the remains of more than 30 unlucky and unidentified victims of the worst accident on the KCS — BARTON JENNINGS.

in 1981 to acquire part of the Rock Island's "Little Rock" operation between Hodge, Winnfield and Alexandria, Louisiana. The two operated essentially as one 111-mile property providing Stone with four outside rail connections. All of these purchases gave the MidSouth important access to revenue-load producing paper and related product mills.

Seeing the growth and revenue opportunities, and following an unusual swap of much of their senior management, the renamed Illinois Central tried to reclaim these spunoff properties during the early 1990s. However, a September 1992 agreement gave the Kansas City Southern the option to buy the MidSouth. The ICC approved the purchase in June 1993 and the procurement of the 1200-mile MidSouth became official on January 1, 1994. With this one sweeping purchase, the characteristics of the KCS changed greatly and, with the MidSouth's demise, I lost a beloved regional that I had followed since Day One.

The KCS expands in North America

This growth and additional revenue activities seemed to only encourage KCS. Like a shark in blood-tainted waters, the railroad continued to feed on other regional rail lines. KCS acquired more Santa Fe trackage in the Dallas area which resulted in direct access to the new Alliance Yard built by ATSF as well as rights over DART to simplify operations. In 1995 a deal was reached with Burlington Northern and Atchison, Topeka & Santa Fe for access to St. Louis and Memphis. This arrangement was acquired in return for giving BN/ATSF access to New Orleans and for not opposing the BNSF merger. While this deal wasn't perfect, it did provide further indication as to what the long-term goals of Kansas City Southern were. The year 1995 also

marks the event that finally got everyone's attention about the activities of KCS. In that year, former ATSF executive Michael R. Haverty was brought in as president and CEO of the railway and its properties. Although many of the activities which have happened since were already underway when he arrived, Haverty's dynamic presence has only attracted more attention to their importance.

At about the same time, the KCS purchased 49 percent of the 170-mile long Texas Mexican Railway Company between Corpus Christi and Laredo. This gave the company a great deal of control over the very important Mexican rail gateway at Laredo. To connect this line to the railway's core, the Tex-Mex later won trackage rights to connect to the KCS at Beaumont during the UP/SP merger hearings. To the dissatisfaction of the railroad, the trackage rights were for KCS/Tex-Mex originating/terminating business only. However, to make the rights more beneficial, KCS/Tex-

***CB TOWER** in Texarkana, Texas, looks on as KCS 688 leads train No.9 southward on November 12, 1991 (**below**). As part of the new and improved KCS, the tower has since been removed. The next change will be the Gateway Western as it is absorbed into KCS. On September 10, 1997, SW1200 1204 was working Mill Street Yard in Kansas City, Kansas (**right**). KCS GP40-2P 4770 was passing the abandoned GN&A depot in Ashdown, Arkansas, on September 6, 1997 (**opposite**). The Kiamichi and a Georgia Pacific industrial operation are also found in town, making Ashdown a favorite location to find trains.*

Mex is petitioning the Surface Transportation Board (STB) to make them apply to overhead business too.

Even while this was going on, KCS was looking further south. It formed the subsidiary Panama Canal Railway Company to take over operations of the Panama Railroad Company in the canal zone. Intentions here are to make the line useable for container and bulk freight movements between the Atlantic and Pacific oceans for those ships that won't fit through the canal. KCS also won a 50-year operating concession for the *Ferrocarril del Noreste* (Northeast Railway) in Mexico with its partner *Transportacion Maritima Mexicana* (TMM). This gives the KCS rail system access to Mexico City through its Texas Mexican route via Laredo. Operating the line as the *Transportacion Ferroviaria Mexicana,* management of the line by the partnership began on June 23, 1997. This venture into Mexico has received mixed signals from both the industry and investors due to the large amount of money offered as compared to the others who bid on the properties. However, the railway feels that the venture will easily pay for itself once more reliable rail service starts to attract former highway traffic to the operation.

Although southern actions drew most eyes that way, KCS was also looking northward to try to expand its reach. KCS bought the stock of Gateway Western/Eastern and received STB permission to operate it on April 28, 1997. Operations became effective on May 5th, providing a route to St. Louis and Springfield, Illinois, as well as haulage rights over the UP (SP) into Chicago. This created a true NAFTA railroad with essentially direct Canada-U.S.-Mexico service. This last action was important due to the failure of KCS to win the bid for the Canadian Pacific's (ex-Soo/nee-Milwaukee Road) route between Kansas City and Chicago/St. Paul. However, KCS has since reached an agreement for the winner, I&M Rail Link, to handle KCS business along the lines.

Even with all of these success stories, the CP line bid was not the only route loss that KCS suffered during my absence. A prime example is the core of the former L&A, the Hope-to-Alexandria line. During the late 1980s, the line was severely damaged by several years of heavy spring rains. With business being aces-and-spaces, KCS felt that only certain key links should be repaired and kept open. A feed mill just south of Hope could be reached by a connection with the Kiamichi so the line south of there to the Arkansas/Louisiana state line was left out of service. Several large paper product mills near Springhill, Louisiana, provide the KCS a

SEPTEMBER 5, 1997

Vicksburg!

The Gibraltar of the Confederacy! The fall of this magnificent river town, whose July 1863 surrender along with the fiasco at Gettysburg still keeps many in the south from celebrating Independence Day, is still debated down here. Antebellum homes, spring garden tours, and Civil War reenactments are a regular part of the community's life, and now so is the KCS. Starting at the Vicksburg welcome center, you can see just how much the railroad impacts the city. Here you can sit and watch trains as they cross the Mississippi River on the 1930 rail and highway bridge. The view from this location is probably one of the most distinctive of the entire rail system.

Down along the riverfront on Levee Street is the yard with which KCS tries to make do. Running north-south along the former Yazoo & Mississippi Valley line, trains must curve and climb their way in and out of this cramped facility. The thinness of the yard has always made it popular with local railfans, providing photographic access to almost everything from the immediately adjacent streets. During the MidSouth days, this meant outdoor locomotive repairs in the former Louisville, New Orleans & Texas "shops", still so labeled in a few places. Since the KCS takeover, the place has been cleaned up and new facilities have been built. Power is more common than ever here, waiting for various assignments on area branchlines. Yard switching and trains making pickups or setouts often string themselves over crossings all the way north to the former Illinois Central station. The photo opportunities are basically limitless. So sit back, sip a mint julep on a restaurant or casino back porch, and enjoy railroading Vicksburg style — BARTON JENNINGS.

Tunnels!

Tunnels and the KCS are not exactly commonly connected words. However, the KCS does have them, both the rolling and stationary kind. In 1996, Helm had MK Rail rebuild ten former Southern Pacific SD45-2T locomotives for sale to KCS. These 3600-horsepower monsters are now spread across the railroad adding a unique look and a new railfan challenge to the property. My first view of one of these monsters was in Mississippi, far away from their original home but very near the Vicksburg tunnels acquired with the MidSouth.

Mention the words tunnel and Oklahoma to most people and they will simply laugh. Oklahoma is flat and barren, just not a place which would require a large hole in the ground to get around. However, most people don't realize that the Ouachita and Ozark Mountains reach into the eastern parts of the state. In the 1880s, the St. Louis & San Francisco Railway Company built southward from Monett, Missouri, through Fort Smith, Arkansas, (today's Arkansas & Missouri) on its way to Texas. Mere feet into the state of Oklahoma, near Rock Island, was a large ridge requiring a tunnel. Later, the line was downgraded as a better route was built. However, the Fort Smith line became important during the 1960s and 1970s as the KCS began to use it to reach their Fort Smith terminal. When the line on to Paris, Texas, was closed by the Frisco/BN operation, KCS acquired the part from Poteau, Oklahoma, to Fort Smith. Along with this trackage came the tunnel. Thus, today, the KCS still operates through the only rail tunnel in the state. That's a fact even Ripley might not believe — BARTON JENNINGS.

HICKORY, MISSISSIPPI / SEPTEMBER 5, 1997

great deal of business so the line down to Minden and on into Shreveport was reopened. The line down to Winnfield from the former MidSouth crossing at Sibley was viewed as unnecessary as little business existed on it that couldn't be handled on other routes. With the addition of the MidSouth properties, the essentially parallel CL&G line could handle the Winnfield business just as well. Recently, KCS applied to abandon and sell the Hope-Springhill and Sibley-Winnfield segments. Comments by Haverty have led some to believe that there may be some other line sales or abandonments once further studies are made. However, the small number of non-mainline routes that KCS has greatly limits the railway in this area. The most likely trackage is some of the lighter volume lines in Mississippi and possibly the Waldron Branch (still known by many as the Arkansas Western), although the growing catfish and poultry businesses may encourage the KCS to keep the properties for future market growth opportunities.

Locomotion: a public display of change

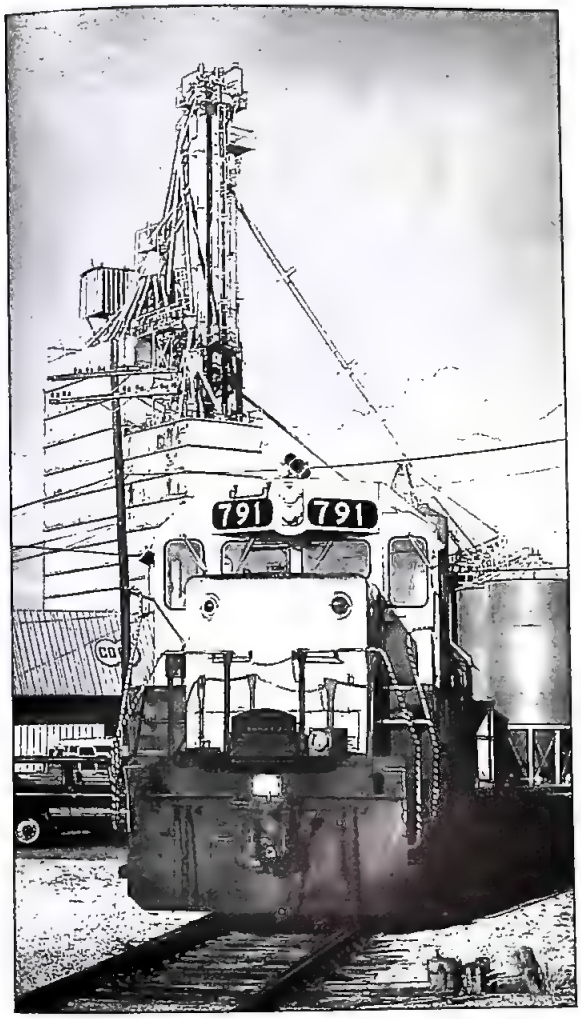
What can be said for a railroad still running the first SD40-2's built (numbers 637-646, whose construction started in January 1972) as well as the only SD40X's (701-704, units built in September 1979 to basically serve as 3500 horsepower testbeds for the upcoming SD50)? Okay, so the power can get a bit monotonous with fleets of GP38-2s, SD40-2s, and newer SD60s. However, they are well maintained and generally kept very clean. Furthermore, power from connecting railroads are common, sometimes even overpowering, and nothing ever seems to be allowed to sit for long.

KCS has been a loyal EMD buyer and recent activities haven't changed this. Throughout its history the company has made only minor forays with other builders, specifically a few Eries, Baldwins and Alcos during the 1940s and '50s. When I moved away from the KCS, much of the EMD-only locomotive fleet was still painted in the long running white paint scheme and a few F-units still could be found if one hunted hard enough (especially on my favorite train, the Neosho-to-Siloam Springs *Dodger*). Today, if you see a white unit, it is almost a ghost. KCS grey has taken over most of the fleet, especially with the recent arrival of a flood of rebuilt SD40s and SD45s by VMV, NRE, MK Rail, AMF and Livingston. Somewhere under the grey paint hide units formerly serving many of the railroads that KCS has had to compete against or interchange with for years: C&NW, BN, UP and SP. Conrail, Rio Grande, CSX, Quebec, North Shore & Labrador, Milwaukee Road and even Canadian National also contributed to the list of sources.

KCS hasn't been big into buying new power for quite some time, although they did acquire 46 SD60s from 1989 to 1991, just before I moved away. The new power tends to handle the heavy coal trains between Kansas City and Shreveport with the rebuilt SD's handling just about everything else. Other purchases of used power have mainly been in the area of four-axle Geeps, especially GP38s from Norfolk Southern, Boston & Maine and Santa Fe. KCS has also had its roster diversified with the acquisitions of the MidSouth and GN&A. These lines brought to the railroad smaller power such as switchers and IC rebuilt geeps, although many have subsequently been sold off, literally spreading the MidSouth name coast to coast. However, the biggest secondhand purchase surprise was those F's. While the F-unit slugs that I remember are gone, they aren't missed much with the acquisition of a small fleet of F-units from Canadian National. Even with all of these changes, the locomotive fleet looks much like it did when I left. Fleets of heavy SD's and branchline running GP's continue to be the trend. However, much of the roster has pretty much been turned over with fleet leases expiring and rebuilds arriving from the many manufacturers. Sometimes I wonder if it was all done that way just to get everything painted into that great grey paint.

Trains are trains, but...

During the 1970s and 1980s, KCS focused



*KCS GP40-2 791 works the small coop near the station at Siloam Springs, Arkansas, on October 25, 1989. Today, the station is gone, but the coop still takes a car or two. A northbound freight behind bright white KCS 692, 679 and 663 approaches the Texas, Oklahoma & Eastern diamond at DeQueen, Arkansas, on July 8, 1989 (**below**).*

on running long trains, keeping their number few. A day of photography along the main trunk might yield a half dozen trains at best. However, as coal-fired power plants became popular, KCS attracted a number of them as customers so that days on the Missouri end could yield more than a dozen daylight train movements. For the railfan, these trains were a guarantee of several hours of entertainment. With slow orders, steep hills and scattered sidings, a chaser could easily follow almost anything north of Shreveport. Also, with KCS caught short on power, lease and run-through power was a common sight. So common was it that many a chase halted with the appearance of a solid KCS consist.

Further south, train frequencies were much less, though still respectable, on the lines to New Orleans, Port Arthur and Dallas. Here, too, train speeds tended to pick up as grades slackened and fewer curves were found. However, chasing trains where roads existed could also be accomplished here as train speeds were generally limited to 40 m.p.h. system-wide. Especially popular during this time were the coal trains around Sulphur Springs, Texas. These trains used solid sets of F-units well into the early '80s and were very reliable in their scheduling.

A lot has changed system-wide since those times, and even since those memories of just a few years ago. Trains run shorter than 20 years ago (although fuller than ten years ago) and their numbers are up. Reports of seeing 20 or more trains going by the former servicing racks at Neosho are becoming all too common for someone this far away. Coal continues strong, but there are other changes, too. No longer do the intermodal trains fill in with chicken feed or chemicals. Instead, their extra loads tend to fill in the other general freight trains. Speeds are up as one means of adding capacity to the line. New sidings are going in or are being planned. New switches have been installed to allow for higher speeds or to serve new customers. The economy is booming in many parts of the Ozarks and Ouachitas and KCS is profiting from it on Subdivisions (generally called "districts" by the dispatchers and crews) One through Five.

The lines toward Dallas and Port Arthur are also seeing major traffic increases. The Port Arthur line, traditionally the Sixth and Seventh Subdivisions of the KCS, is already beginning to benefit from the effects of NAFTA and could see enormous train volumes if all of the railway's dreams come true. The Texas Subdivision of the old L&A has likewise seen traffic growth. With the addition of the former MidSouth lines to Birmingham, Dallas is again a vital link on a major east-west rail line. With the additional Dallas trackage acquired from ATSF, a number of yards are within reach for interchange with western carriers. The addition of connections to the east at Meridian and Birmingham only funnels more business this way. Where the MidSouth used to run possibly two trains per direction per day, KCS is now running multiple sections and is talking about signals, new sidings, double tracking and possibly even new bypasses to handle the business.

Even the rural lines in Mississippi are seeing more train movements than in past years. The catfish boom has created a growth in feed movements just as a recovering economy has strengthened the market for the numerous chemical plants which dot rural Mississippi. Additionally, Gulfport, Mississippi, has experienced enormous levels of business since the MidSouth acquisition. Much of the credit for the new business has been given to KCS for providing improved service and competitive pricing. The result of all of this expanded activity was regular gridlock at Jackson, Vicksburg, Shreveport, Monroe and just about anywhere else the MidSouth had found to be barely adequate. Jackson with its large interchange volume with Illinois Central

DAVID HURT

***TRESTLE PARK** outside the town of Noel, Missouri, is a railfan favorite because of the public access, food and restroom facilities and sunning beaches nearby. The train action is great also, as evidenced by KCS SD50 706 leading train No.5 southward across the Elk River on June 10, 1990 (**top**). The last high-nosed GP7 on the roster from a group of 13, KCS 4160, was being stripped for parts at Artesia, Mississippi, on September 10,1995 (**above**).*

received a new $30 million yard east of downtown. This served to reduce mainline congestion and took some pressure off of Vicksburg which must make do with a stub ended yard along the Mississippi River on the former Y&MV line.

With the MidSouth Mississippi traffic playing a major role in the Texas Sub, KCS joined the two into the Transcontinental Division to reduce potential conflicts in their operation (everything else became the Gulf Division of KCS). This resulted in changes as far away as Dallas to help the situation in the east. For example, the former ICG yard in Bossier City, Louisiana, across the Red River from Shreveport, was upgraded to work trains entering and leaving the hub terminal of Deramus Yard on the VS&P line.

The only routes not really benefitting from all of this excitement are the L&A Shreveport, Baton Rouge and New Orleans Subdivisions. These form the corridor between Kansas City Southern's former eastern connections and the main north-south lines. In the past, New Orleans was where eastern business was interchanged and business was steady, if not particularly heavy. Today, train volumes and tonnages seem to be down with many loads using the new connections at Meridian and Birmingham. KCS and many other railroads have long complained about the congestion and delays caused by the rail network found in the Crescent City and KCS hasn't discouraged the rerouting which published reports indicate number more than 10,000 loads yearly. This movement has caused some animosity within the company and there have been some vocal complaints from the crews affected. However, the overall positive impact to the company has enabled the practice to continue.

However, don't think that this part of the railroad is worth overlooking. KCS recently received tentative permission to build a new line in the Baton Rouge area to provide additional rail service to a number of chemical plants in the Geismar area. The number of trains needed to serve the industries will certainly replace at least some of those lost to the reroutes. Also, new highway construction

For more information...

You can find out more about the Kansas City Southern from the KCS Historical Society, P.O. Box 5332, Shreveport, LA 71135-5332. Dues are $15 per year, which brings you the monthly newsletter *The Crow* and the semi-annual magazine *The Belle.*

in the Alexandria, Louisiana, area gave the railway the opportunity to move out of their compact downtown site and to build a new, more efficient yard facility to the south. This effort also included some new trackage around town and a new lift bridge over the Red River, making it easier for trains to move through the city.

One major change that has occurred involving the trains is their identification. The KCS has always been a numeral railroad. Numbers 5 and 6 handled chicken business, Nos.9 and 10 took care of the pigs and those 90-series trains meant coal. It took a bit of doing but to understand the railway entailed knowing all of the numbers. Since I moved east, KCS has joined the western trend and adopted letters and fancy train names like C-WEKC (*C*oal-*WE*lsh [TX] to *K*ansas *C*ity) and M-SHNO (*M*anifest-*SH*reveport to *N*ew *O*rleans). Okay, so I should be familiar with the concept having worked for Union Pacific, but some of the origins and destinations are going to take some getting used to. How about a test? HS? *H*ughes *S*prings, Texas. ME? *ME*ridian, Mississippi. SA? *SA*ltillo, Mississippi. It's those Mississippi towns that are going to catch me, but the possibility for some really funny train names may make the change worthwhile. However, even with the alpha codes, most communications still seems to use the former numeric code, at least on an informal basis.

Some things don't ever seem to change

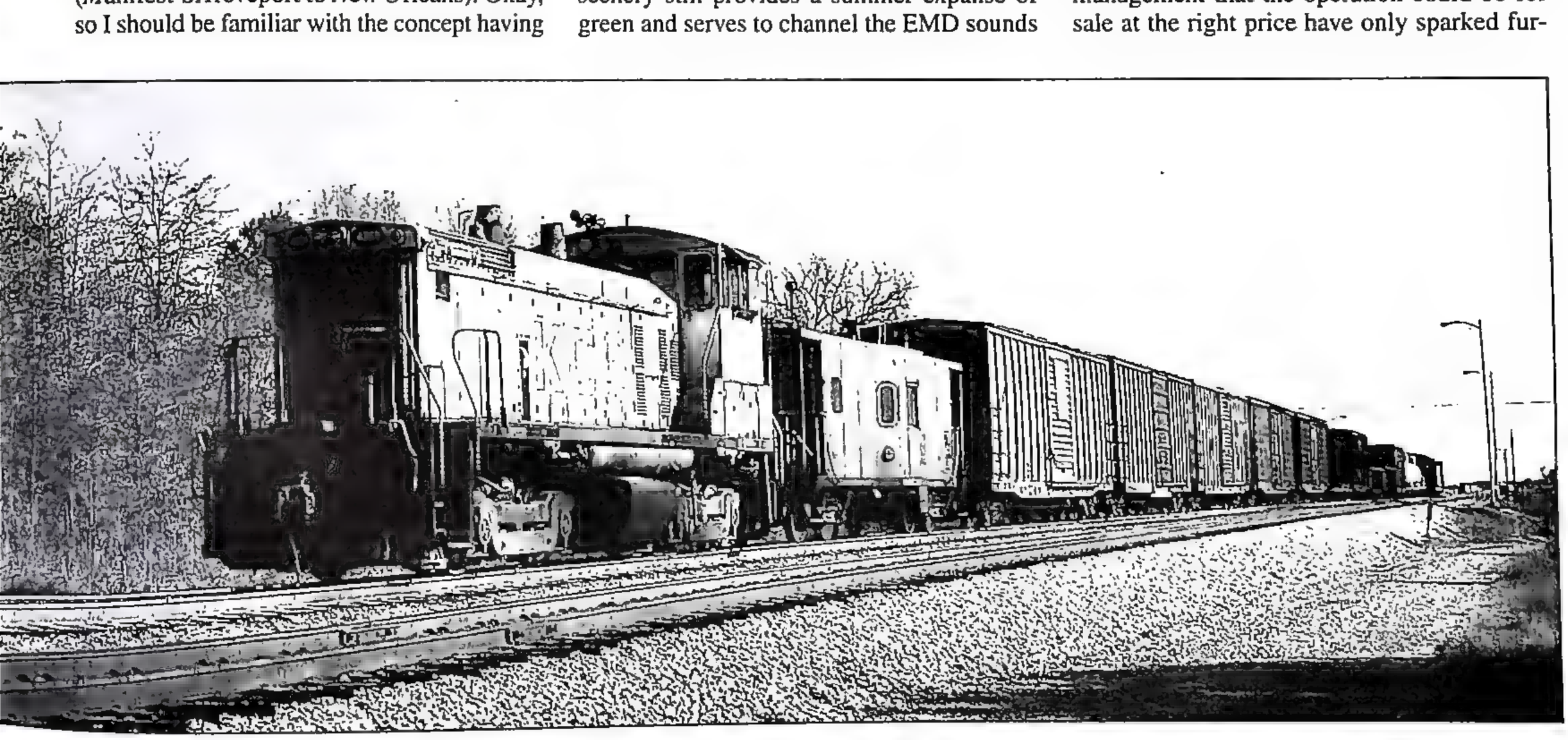
With all of the changes I read about and have now experienced, I can still say that some things just don't ever seem to change. No matter the power lugging the train up Rich Mountain at Page, Oklahoma (nearly 30 miles of 1.1%-1.5% grades), the Ouachita scenery still provides a summer expanse of green and serves to channel the EMD sounds to all who observe the scene. Further to the north between Joplin, Missouri, and Watts, Oklahoma, the constant cresting of 1.5% hill after 1.5% hill keeps the engineer working from throttle eight to dynamic eight and back, never really knowing how that serpentined monster is doing thousands of feet back. Deramus Yard at Shreveport continues to service locomotives and hump cars as fast as they come in. Trains continue to slow as they cross the kudzu-bordered Big Cypress Bayou before crossing the UP at Jefferson, Texas.

In reality, little of importance has actually taken place *along* the lines today known as Kansas City Southern. Life continues to go on. However, the way in which these lines are used has changed. Shippers find a better way to move their products, new partnerships are created, and even the paint on the equipment may change. However, the basic operations of the lines haven't changed much. Still, somehow, I feel like I've missed a great deal.

And the future is....

Now it's time to look ahead. What will actually happen to the KCS is almost anybody's guess. Rumors of takeovers by UP, BN, IC and others have all come and gone. Statements by KCSI's and the railway's management that the operation could be for sale at the right price have only sparked further speculation about such a sale. In fact, the rail and financial investment parts of the company were more clearly split apart recently, thus making a sale even easier. These and others issues have contributed to a recent rise in the price of KSU stock.

However, actions by the company seem to indicate a desire for independence, or at least a major say in what happens to the property. Aggressive growth, new routes and industries, increased train volumes, and actions by management appear to indicate the possibility of KCS being around for quite some time. But, please whisper this last thought as almost anything can happen. The last time I turned my back, Kansas City Southern changed from a regional carrier to a major actor in the world railroad scene.



KCS SW1500 4329 (formerly KCS 1509) switched the Deramus Yard in Shreveport, Louisiana, working yard job No.7 on December 4, 1991. The long cut of cars stretches to the west end of the yard. Deramus Yard is the major yard for the entire KCS system and also houses many of the railroad's offices such as dispatchers and field officials. Only the top officials work in Kansas City these days. Rich Mountain, Arkansas, is the most famous location on the KCS. Although not as famous as other grades, a sign marks this storied spot (**top**).

One Hundred Years in the Ouachitas

KCS and the towns it built share a centennial in style

by James P. Bell

MOUNTAIN PASSES conjure up images of particular railroads in the minds of railfans: Marias Pass and Burlington Northern freights, Sherman Hill and Union Pacific steam, Raton Pass and Santa Fe warbonnets. Mention the words, "Rich Mountain," and some folks may have to think for awhile. Though less well known, Rich Mountain in western Arkansas and the Kansas City Southern Railroad go back for 100 years.

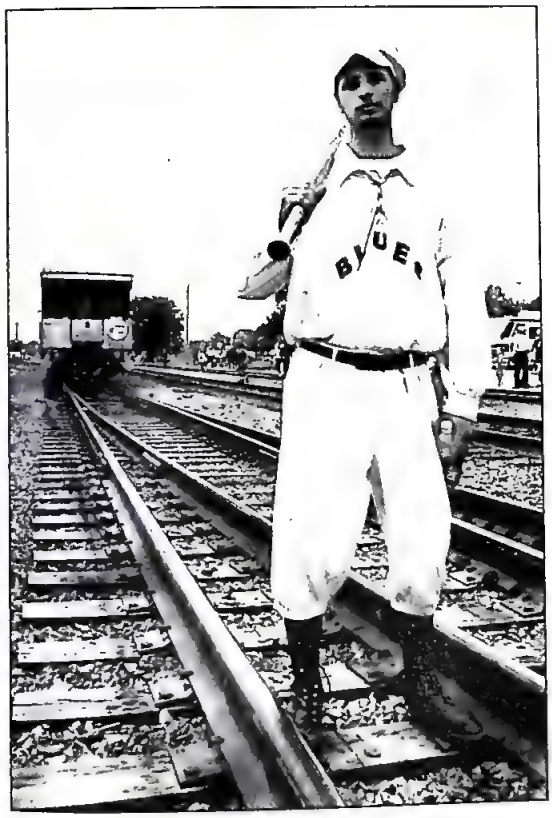
In the 1890's, Arthur Stilwell and his Dutch investors drew a line on the map from Kansas City to the Gulf of Mexico for their new railroad. Stilwell's route headed south from Kansas City, traversed the rugged Ozarks of Missouri and Arkansas, then crossed over into Indian Territory of Oklahoma. After bridging the Arkansas River, the Kansas City, Pittsburg & Gulf Railroad, later to become the KCS, encountered the formidable barrier of the Ouachita Mountains.

Twin mountain ridges rise from the plain south of Heavener, Oklahoma. Rich Mountain and Blackfork Mountain run east-west for 45 miles from southwestern Arkansas into eastern Oklahoma. These two parallel mountains ascend like ocean swells to 2800 feet on the northern border of the Ouachitas. The railroad could not go over these mountains,so surveyors made an easterly jog up the valley between them in their course for Louisiana and the Texas Gulf.

Heavener anchors this scenic section of railroad on the north end. Southeast of Heavener the line begins a steady climb along the headwaters of Big Creek. The KCS finally crosses a saddle, the actual pass between the two mountains, at the community of Rich Mountain. Past this saddle, the line continues its easterly tangent downgrade along the headwaters of the Ouachita River. The railroad eventually exits this valley and turns southbound

PHOTOGRAPHY: JAMES P. BELL

***THE SOUTHERN BELLE** business train of Kansas City Southern was framed by the branches of a sycamore tree at Heavener, Oklahoma, on July 5, 1996 (above). That same day, John Locke, a freight engineer and KCS employee since 1967, posed proudly in front of FP9A KCS-1 Meridian in Heavener (right). Locke was engineer on the unit during a run from Pittsburgh, Kansas, the previous day.*



***QUEEN WILHILMENA LODGE** sits high on Rich Mountain in southwestern Arkansas in April 1997 **(above)**. The site of the lodge is where Arthur Stilwell built the first Mount Mena Inn, also called the Queen Wilhilmena Inn, in 1898. A college baseball player was dressed in an 1890s uniform as part of a Victorian game played for the celebration of Heavener's 100th anniversary on July 5, 1996 **(left)**.*

for Mena, Arkansas, the southern anchor of this section of mountain railroad.

As the railroad enters its second century, Stilwell's legacy lives on along the KCS today. Many of the towns along the line were developed by Stilwell and given the names of railroad investors from Holland who bailed him out of the U.S. financial crisis of 1893. Towns like DeQueen, Arkansas, and DeRidder and Quincy, Louisiana, were named for Dutch friends of Arthur Stilwell. Mena's name is a derivative of Folmina, the wife of Jan DeGoeijn (pronounced DeQueen in English). In 1996, both Heavener and Mena celebrated their centennial anniversaries, while DeQueen was 100 years old in 1997.

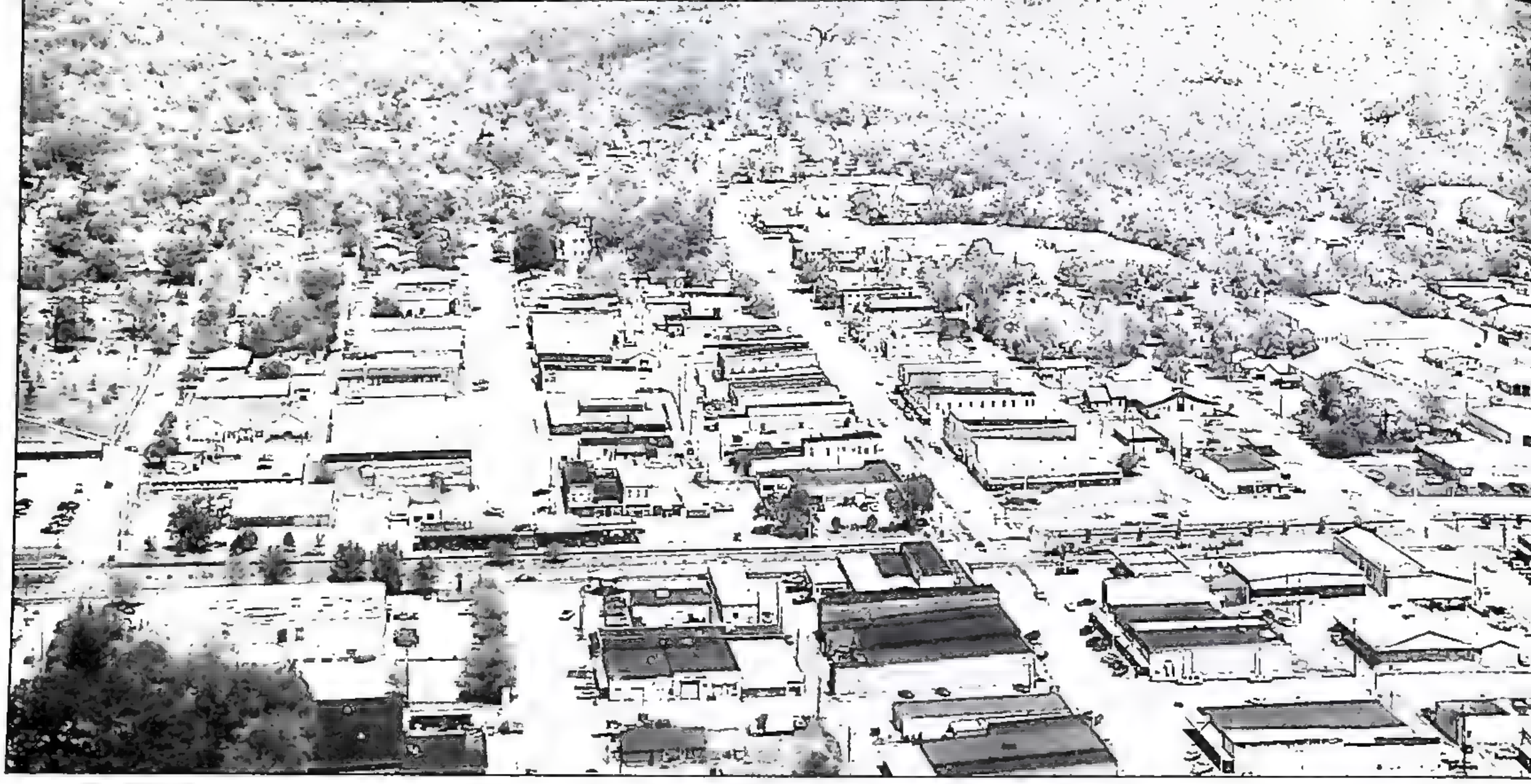
The valley between Rich Mountain and Blackfork Mountain is still as picturesque today as it was 100 years ago when the railroad was pushing through for the Gulf. The railroad and parallel U.S. Highway 270 are flanked by the Blackfork Mountain Wilderness Area and the Ouachita National Forest. This valley, with a mixture of hardwoods and pines on the steep mountain slopes, is a spectacular setting for big-time railroading.

As Stilwell and his men entered this area in the mid-1890's, they dreamed of building a lodge on top of Rich Mountain. With construction starting in 1897, Mount Mena Inn, also called Queen Wilhelmina Inn, opened in June 1898. This time the name "Mena" in the lodge's name was for Queen Wilhelmina of the Netherlands. The Queen was invited to stay in a special suite built for her in the hotel, but contrary to legends,she never visited the grand lodge built of native stone and timber.

Mount Mena Inn served mainly as a summer retreat for wealthy visitors from larger cities. Trains stopped at the Rich Mountain depot, and wagons and horses transported the visitors up the rugged trail to the hotel. Old photographs show Victorian couples lounging along the veranda of this mountain retreat. The women wore long white dresses and carried parasols. The men were decked out in coats and ties and white straw hats. Hunting for deer and quail was good in the fall, and the weather was always cooler in the summer on this high mountain ridge.

The glory of the inn proved short-lived, however. Some people tell of an outbreak of fever and jaundice in the area. Was it hepatitis? No one knows for sure. But, visitation declined as other railroads were building competing hotels in the Rocky Mountain west. The KCP&G went into receivership in 1901 and the railroad's hotel, their "Castle in the Sky," closed that year.

The Kansas City Southern Lines emerged out of this change of ownership. Stilwell was ousted as president of the company and went on to leadership of other railroads. The Rich Mountain lodge entered a prolonged state of ruin and decay. In 1958, the



***AN AERIAL VIEW** of Mena, Arkansas, in April 1997 shows the KCS and its impressive brick depot along U.S. Highway 71. In the background is the eastern end of Rich Mountain.*

Arkansas State Parks system built a new hotel on the old foundation and named it Queen Wilhilmena Lodge. The new lodge became a popular destination for tourists from the Southwest and lower Midwest. Unfortunately this hotel burned in 1973. Undaunted, Arkansas State Parks built a new lodge that still operates today.

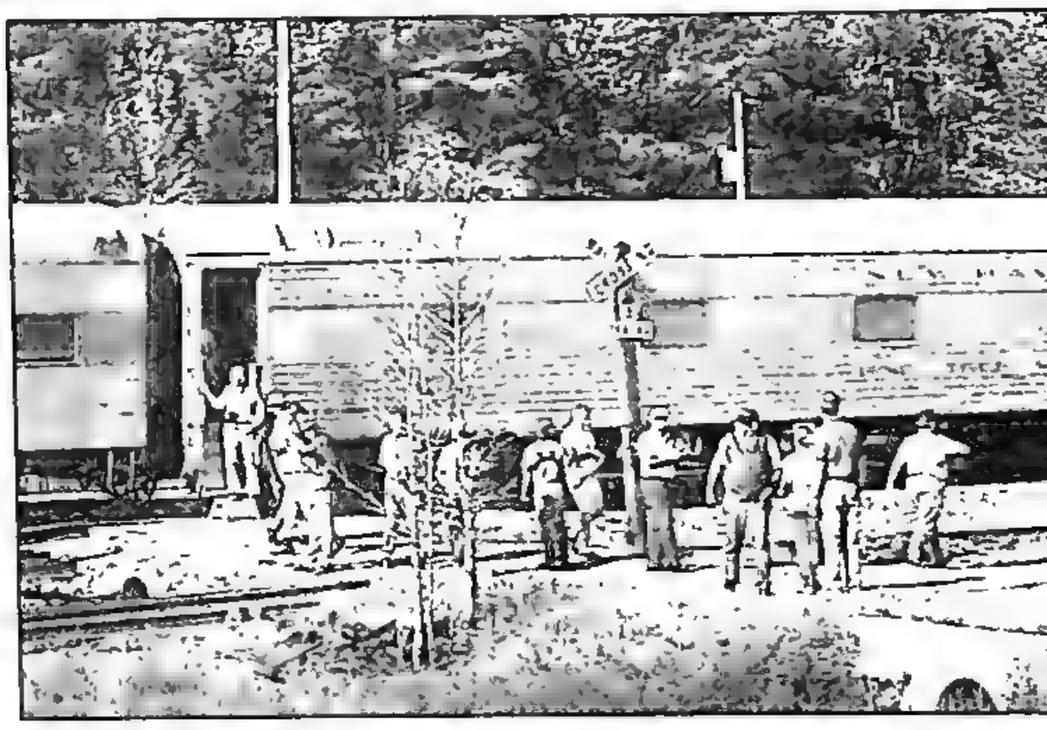
The present Queen Wilhelmina Inn serves the railfan as a convenient starting point from which to photograph the KCS. The old wagon trail from the town of Rich Mountain has been replaced by a three-mile paved road, State Highway 272. The winding road up the north flank of Rich Mountain connects near the lodge with S.H. 88, also known as Talimena Scenic Drive. The two-lane Talimena Drive stays high atop the spine of Rich Mountain and runs from Talihina, Oklahoma, to Mena, Arkansas.

Even though scheduled passenger service on the KCS ended November 29, 1969, the railroad maintains a finely detailed business train. Freight locomotives often pulled this passenger train to cities along the line where railroad executives entertained local shippers aboard the fully staffed dining car. With the arrival of Mike Haverty as president of the company in 1995, proper passenger trains powered by beautifully restored F-units again appeared on the railroad. Painted black with red and yellow stripes and the Kansas City Southern Lines logo on the nose, the business train's classic paint scheme recalls the elegance of the *Southern Belle,* the KCS flagship streamliner from the 1950s.

This new passenger train has been a focal point for the centennial celebrations of DeQueen, Arkansas on June 7, 1997 and Heavener on July 4, 1996. Even though the train did not carry paying passengers or allow tours by visitors, the reincarnated *Southern Belle's* presence on display served as a nucleus for the communities' celebration of their common bond with the KCS. The business train continues to travel the system and provides railfans the chance to photograph classic first generation diesels in historic settings on Rich Mountain and at other scenic places along the line.

Public passengers had the chance to ride over

***A KCS FREIGHT** steals the show, if only temporarily, from the* Southern Belle *in Heavener, Oklahoma, during the town's 100th birthday celebration on July 5, 1996. SD40-2 620, rebuilt by VMV in 1995, does the honors on the freight, while F9A KCS-1* Meridian *and KCS-4* Vicksburg *are in charge of the* Southern Belle.



Rich Mountain as part of a Rail Explorers excursion in 1997. A GP40-2W, No. 4713, provided the power for this passenger special of private coaches. Over a ten day period the *Southern Belle Explorer* covered most of the KCS system from Birmingham, Alabama, to Shreveport, Louisiana, to Port Arthur, Texas, to Kansas City.

On April 26, 1997, the train slogged out of torrential spring rains in Shreveport, Louisiana into the stormy warm, humid air of southwestern Arkansas. The special stopped at Rich Mountain community for a photo runby, and then traveled on to Heavener for the night. Eating in shifts, the passengers dined on home cooking at the Southern Belle diner, a former KCS coach, set back from the mainline. The cafe offers great views of the Heavener yard.

The next morning, April 27th, the rail tour traveled north to Pittsburgh, Kansas. On the way, a side trip was made to Tulsa, Oklahoma. Several days later, the rail adventure ended in Kansas City.

In this day of rail mergers, it's always a treat for the photographer to capture Class I railroad action over lines still bearing the company's historical name. Grab your cameras and head for Rich Mountain. A historic mountain lodge, frequent freights and occasional classic passenger train, all in a scenic setting, await your visit. ⋐

***THE* SOUTHERN BELLE EXPLORER,** *a rare mileage trip over the entire Kansas City Southern system, was northbound and pulled to a stop at the community of Rich Mountain, Arkansas, on May 2, 1997 (**top**). Once stopped, passengers unloaded for a photo runby (**above**). Later, the* Explorer *passed the depot at Mena, Arkansas, with the private car* Caritas *bringing up the markers.*

BOOK DEPOT

Along the East Broad Top (A12606), Helmburger. Vintage photos and history. 248pp hard $41.95
Appalachian Coal Mines & Railroads (A17292), Dixon. B&W pics and drawings of mines, cars, etc. 74pp soft .$15.95
Appalachian Crossing (A17277), Huddleston. C&O, N&W and Virginian in the mountains. 66pp soft $12.95
Baltimore & Ohio Heritage 1945-1955 (C52), Krause & Crist. Steam/diesel action in black & white. 48pp soft .. $7.95
Baltimore's Light Rail, Then & Now (A13430), Harwood. Fabulous B&W photos, maps and history. 96pp soft ...$15.95
B&O E-Unit Diesel Passenger Locos (A17290), Nuckles. Photos, plans, history and rosters. 78pp soft.....$15.95
B&O Power 1829-1964 (A14107), Sagle & Staufer. 9th printing of an epic volume, 100s of photos. 350pp hard.....$50.00
Beauty of Railroad Bridges (12031), Cook. History of trestles and bridges, with more than 250 illustrations. 208pp hard .$44.95
Bessemer & Lake Erie Railroad in Color (A14290), Lorenzo & Clark. B&LE diesels past and present. 128pp hard $49.95
Before Guilford (A15901), Cook. 160 great color photos of D&H, B&M, MEC. 128pp hard $39.00
Cabooses of the N&W (A14460), Bowers & Brewer. 200 photos and history from N&W to NS. 236pp hard $49.50
California Railroads (A12040), Fickewirth. Encyclopedia of railroads, interurbans, etc. 200pp hard $46.95
Canadian Trains (A14501), Huxtable. Color photos of steam and diesel in Canada. 48pp soft $19.95
Cass Scenic Railroad of West Virginia (A00908), Kramer. Saga of a logger. 40pp soft $8.95
CF7 Locomotives (A12500), Poole. Comprehensive illustrated history with roster info. 112pp, soft.....$24.95
The Challenger Locomotives (A14000), Kratville. B&W album on UP's big articulateds. 144pp hard $35.00
Change at Ozone Park (A16862), George. Illustrated history of LIRR's Rockaway branches. 80pp soft $18.95
Chessie the Railroad Kitten (A17275), Dixon. The many lives of C&O's top cat. 64pp soft $11.95
Chicago, Burlington & Quincy in Color, Volume 1 (A14293), Spoor. CB&Q's Lines East in the 1950s. 128pp hard $49.95
Chicago Great Western (C39), Hastings. Iowa in the merger decade. 82pp soft $12.95
Chicago Surface Lines (A14452), Lind. History of Chicago's streetcar system. 496pp hard.....$35.00
The Circus Moves By Rail (C00084), Parkinson & Fox. Complete story of circus trains. 392pp soft.....$39.95
The Circus Moves By Rail (C00085), Parkinson & Fox. Complete story of circus trains. 392pp hard.....$54.95
Circus Trains, Trucks & Models (C70), Carstens. Photos, stories and memorabilia. 52pp soft $12.95
Colorado Memories of the Narrow Gauge Circle (C59), Krause&Grenard. B&W action pictorial. 130pp soft $15.95
Commuter Trains to Grand Central Terminal (A13420), Nelligan. Contemporary and vintage action. 68pp soft . $7.95
Connecticut Company's Streetcars (C00082), Kramer & Wadhams. Black & white photos, rosters. 96pp soft ... $21.95
Connecticut Company's Streetcars (C00083), Kramer & Wadhams. Black & white photos, rosters. 96pp hard . $26.95
Conrail's SD40 and SD40-2's (A16865), Bernet. Color pictorial of CR and predecessors. 48pp soft $19.95
CSXT Diesel Locomotives & Predecessors in Color (A17287), Nuckles. With rosters. 64pp soft $19.95
Cumberland & Pennsylvania Railroad (C63), Mellander. B&W pictorial on WM's coal carrier. 64pp soft $9.95
Delaware & Hudson in Color Vol.1 (A14275), Sweetland. Great pre-Guilford pictures. 128pp hard $45.00
Delaware & Hudson in Color Vol. 2 (A14287), Plant & Plant. The final years before Guilford. 128pp hard $49.95
Diesel Locomotive Rosters (A16306), Reich. Traces pre-1970s units for nearly 500 railroads. 182pp soft $24.95
Dining by Rail (A00803), Porterfield. History & recipes from the great of rail cuisine. 384pp hard $35.00
Dinner is Served (A12047), Loveland. Inside SP's dining car operations, includes recipes. 242pp, hard.....$39.95
The Dixie Line (C00087), Castner. History, photos and maps of the NC&StL in steam and diesel days. 96pp hard....$26.95
Donner Pass (A12026), Signor. Illustrated history of famous Sierra crossing. 290pp, hard.....$57.95
Encyclopedia of Trains & Locomotives (A12626), Riley. Railroad people, places and machines. 224pp, hard....$22.98
East Broad Top (A12048), Rainey & Kyper. Comprehensive history with maps and photos. 256pp hard.....$49.95
East Broad Top: Slim Gauge Survivor (A15909), Mellander. All-color album of regular-service EBT. 126pp hard $48.00
Electric Trains to Reading Terminal (A17250), Coates. Reading Co. in Philadelphia. 112pp soft $17.95
Erie Lackawanna East (A13424), Zimmermann. EL in Penn., New York, New Jersey. 80pp soft $9.95
Erie Lackawanna in Color Vol.1 (A14261), De Young. Diesel scenes on the West End. 128pp hard $45.00
Erie Lackawanna in Color Vol.2 (A14273), De Young. Diesel scenes in New York State. 128pp hard $45.00
Erie Lackawanna in Color Vol. 3 (A14286), De Young. Lines south and east of Binghamton. 128pp hard.....$49.95
Erie Memories (A13429), Crist. Over 200 B&W photos plus maps, grade profiles, rosters and more. 260pp hard....$39.95
Erie Railroad in Color (A14259), Sweetland. All-color steam and diesel coverage. 128pp hard $45.00
Fairbanks-Morse Locomotives in Color (A14300), Boyd. Comprehensive survey of F-M owners. 128pp hard.....$49.95
Fiddletown & Copperopolis (A12604), Fallberg. Humorous history of fictitious narrow gauge line. 144pp, soft.....$14.95
The Final Years NYO&W (C61), Krause & Crist. Reprint of a fine NYO&W pictorial. 98pp soft $15.95
Forty Feet Below (A12617), Moffat. The story of Chicago's freight tunnels. 84pp soft $13.95
Great American Railroad Stations (A14020), Potter. Classic surviving stations in all 50 states. 570pp soft $29.95
Grand Trunk Heritage (C66), Hastings. Enlarged Edition of New England GT pictorial. 66pp soft $11.95
Great Rail-Trails of the Northeast (A17020), Della Penna. 26 biking trails in New England. 222pp soft.....$12.95
The Great Yellow Fleet (A12028), White. Illustrated history of railroad refrigerator cars. 162pp hard.....$45.95
Hard Coal Carriers Vol.1: First Generation Geeps (A16863), Bernet. GPs in the Northeast. 80pp soft.....$19.95
Hard Coal Carriers Vol.2: Camelback Twilight (A16864), Bernet. CNJ's early passenger locos. 96pp soft.....$19.95
History of Carolina & North-Western (A17014), Bumgarner. 140 years of history before Southern. 190pp hard $49.95
History of the Georgia Railroad (A17016), Hanson. Illustrated history with rosters. 206pp hard $49.95
History of Railroading in Western North Carolina (A17015), Poole. Rails in the Smokeys. 191pp hard....$49.95
Hoboken's Lackawanna Terminal (A13423), Scull. Many rare photos. 96pp soft $12.50
Horseshoe Curve Remembered (A00912), Kramer. Color and B&W pix of the curve in all eras. 16pp soft.....$3.95
Hudson & Manhattan Railroad Revisited (A14205), Carleton. 230 photos, 12 maps and more. 128pp hard $29.95
Illinois Central: Monday Mornin' Rails (A13812), Boyd. Personal pictorial from the pre-ICG years. 128pp hard.....$49.95
Interurban Interlude (C76), Quinby. History of North Jersey Rapid Transit. 92pp hard $16.95
The Jersey Central (A16853), Pennisi. Pre-Conrail pictorial of CNJ. 64pp soft $6.00
Jersey Central Story (A14211), Carleton. Locomotive history in black & white photos. 224pp hard $37.95
Katy Diesels to the Gulf (A13806), Lamb. Big, beautiful black & white pictorial. 108pp soft $39.95
Last Steam Railroad in America (A12624), Link & Garver. Day and night photos of N&W steam. 144pp, hard.....$49.95
Lehigh & New England (C81), Crist & Krause. Great B&W photos and detailed maps. 80pp soft $13.95
The Lehigh & New England Railroad (A15701), Lilly. L&NE steam and diesels in color. 136pp hard $45.00
Lehigh Valley in Color (A14257), Yanosey. 222 great photos of this most colorful railroad. 128pp hard $45.00
Lehigh Valley in Color Vol.2 (A14264), Yanosey. Terrific action and terminal scenes. 128pp hard $45.00
Lehigh Valley Railroad (A12614), Archer. Detailed history, more than 600 photos, maps. 372pp hard $44.95
Lehigh Valley Railroad New York Division (A15705), Bednar. Diesel action in color. 138pp hard $52.50
Lehigh Valley R.R. Passenger Cars (A16854), Mickey & Warfel. 64 17" x 11" pp soft $13.95
Light Rail Transit on the West Coast (A13425), Demoro & Harder. Contemporary pictorial. 96pp soft $13.95
Limiteds Along the Lakefront (A14454), Lind. Illinois Central diesels and electrics in Chicago. 144pp hard $25.00
L&N Railroad: The Old Reliable (A17274), Castner, Flanary & Dorin. Illustrated complete history. 232pphard.....$29.95
Memories of N&W Power (A14212), Carleton. Steam and a few diesels in black & white. 176pp hard $34.95
Memories of O&W Power (A14204), Carleton. Black & white photos, steam and diesel. 72pp soft $10.95
Metrolink Commuter Train System (A12045), Simburger. Guide to southern Calif. commuter rail. 222pp soft $15.95
Middletown: Home of the O&W (A12300), B&W photos, track charts, station plans of rural N.Y. town. 102pp soft $17.00
The Mighty 800s (A14001), Kratville. Story of the UP 4-8-4s. 144pp hard $35.00
Minneapolis & St. Louis in Color (A14301), Green. Colorful diesels and some steam. 128pp hard.....$49.95
Morristown & Erie Ry. (A16858), Pennisi. Pictorial study of modern M&E. 48pp soft $6.95
Motive Power of the Union Pacific (A14005), Kratville & Ranks. Steam and early diesels. 327pp hard.....$52.50
Narrow Gauge...Then and Now (A14500), Gildersleeve & Huxtable. DRGW, C&TS, D&S in color. 48pp soft $14.95
Narrow Gauge to the Hills (A17095), Mead. Glimpses of narrow gauge on four continents. 128pp hard $20.00
New Haven Division: Murray Hill to Cedar Hill (A15100), Sherry. An NYNH&H pictorial. 96pp soft $15.95
NYO&W in the Diesel Age (A13813), Mohowski. Operations and locomotives from the end of steam. 96pp soft.....$29.95
NYO&W: Milk Cans, Mixed Trains, Motor Cars (A15706), Mohowski. O&W and the dairy industry. 356pp hard....$62.50
NYC and the Trains of the Future (A17269), Doughty. *Aerotrain, Talgo* and futuristic '40s trains. 102pp, hard $25.95
NYC's Early Power 1831-1916 (A14106), Staufer. Over 800 photos and drawings. 350pp hard $50.00
NYC Lightweight Pass. Cars, Trains and Travel (A17271), Doughty. Data on cars and operations. 152pp, hard $28.95
NYC System Diesel Locomotives (A17293), Edson. Photos, plans and rosters of all models. 212pp hard.....$29.95
NKP Passenger Service: Postwar Years (A17268), Holland. Illustrated history of NKP equipment. 128pp, hard $26.95
Nickel Plate Road Publicity Photos 1943-1952 Vol. 1 (A17270), Corns. Over 150 B&W photos. 128pp hard .$25.95
N&W Coal Car Equipment (A12612), Car plans and photos, route maps. 20pp soft $5.95
N&W Railway's Magnificent Mallets (A17285), Warden. The Y-Class 2-8-8-2s. 60pp soft $14.95
Norfolk Southern Diesel Locomotives (A17297), Toth. Model-by-model coverage, illustrated. 108pp hard.....$19.95
Norfolk & Western and Virginian Railways in Color (A17291), Reid. Steam and electrics. 100pp hard $33.95
Northeast Railroad Scene Vol.2: Lehigh & Hudson River (A16850), Pennisi. Pre-Conrail pics. 56pp soft $4.00
Northern Pacific Color Pictorial Vol.1 (A15656), Shine. Steam and early diesels, by division. 128pp hard $49.95
Northwestern Pacific RR (A17074), Fox. Pictorial of NWP and successors since 1982. 112pp hard.....$38.95
On the Three Foot Gauge (A17097), Mead. RGS, D&RGW, EBT, Isle of Man and more. 104pp soft.....$17.95
The Overland Route (C60), Grenard & Krause. UP steam and early diesel, reprint. 82pp soft $12.95
Pennsy Diesel Power Review (A14213), Carleton. B&W shots of units in action system-wide. 224pp hard.....$44.95
Pennsy K4's Remembered (A00909), Kramer. B&W photos and history on legendary PRR 4-6-2s. 32pp soft $6.95
Pennsy Power III (A14109), Staufer, Edson & Harley. Covers 1847-1968, 1300 photos. 512pp hard $75.00
PRR Color Guide to Freight and Passenger Equipment (A14263), Sweetland & Yanosey. 128pp hard .....:. $45.00
PRR Hudson to Horseshoe (A14292), Volkmer. 200 color pics of Pennsy steam, electrics and diesels. 128pp hard.....$49.95
Pere Marquette in 1945 (A15251), C&OHS. Detailed descriptions of entire system, w/photos. 78pp soft.....$12.95
Piggyback and Containers (A12041), DeBoer. Illustrated history of rail intermodal service. 192pp hard.....$47.95
PTC Rails (A16867), Kramer & James. Historical B&W scenes from Philadelphia's trolley years. 104pp soft....$21.95
President Travels by Train (A17299), Withers. Presidential rail travel from 1830 to 1996. 422pp hard.....$39.95
R.R. Atlas (Vol. 1): Northeast (00953), Walker. Includes ME, NH, VT, MA, RI, CT, NY, NJ, PA, DE, MD. 74pp soft.....$22.95
R.R. Atlas (Vol. 2): California & Nevada (A00952), Walker. Super-detailed maps. 88pp soft.....$23.95
R.R. Atlas (Vol. 3): Colorado & Utah (A00954), Walker. Super detailed maps. 64pp soft.....$22.95
R.R. Atlas (Vol. 4): Arizona & New Mexico (A00955), Walker. Super detailed maps. 64pp soft.....$22.95
R.R. Atlas (Vol. 5): Great Lakes West (A00956), Walker. Includes Upper MI, WI, IL. 80pp soft.....$22.95
R.R. Atlas (Vol. 6): Great Lakes East (A00957), Walker. Includes Lower MI, IN, OH. 84pp soft.....$22.95
Railroad Photography: How to Shoot Like the Pros (A13808), Blaszak. Tips & pics. 64pp soft $24.95
Railroad Stations of New England Today (A16855), Beauregard. B&M depot pix. 72pp soft $7.95
The Railroad That Came Out at Night (C65), Kyper. Railroading in and around Boston. 72pp soft $12.95

Rails Beyond the Rutland (C54), Jordan. Successors to the Rutland Ry 76pp soft $12.95
Rails to San Francisco Bay (A13427), Demoro & Sappers. SP, WP, ATSF and interurbans. 96pp soft $15.95
Remarkable GG1 (A13406), Zimmerman. Complete illustrated history of classic PRR electrics. 72pp soft..... $12.95
Remember the Rock (A13801), Hastings. Outstanding black & white photos of CRI&P. 48pp soft $13.95
RF&P RR, The Capital Cities Route (A17294), Griffin. Lavishly illustrated history. 204pp hard..... $28.95
RF&P RR: Linking North and South (A15903), Mellander & Kaplan. Superb; 180 color photos 128pp hard $42.00
Rio Grande Narrow Gauge Recollections (A12605), Norwood. True tales of the D&RGW. 272pp hard $41.95
Rock Island in Color, Volume 1: 1948-1964 (A14288), Stagner. CRI&P's exotic diesels, plus steam. 128pp hard . $49.95
Rock-A-Bye Baby (A16866), Taber. History of Rockaway Valley Railroad. 55pp soft..... $11.95
Sand Patch: Clash of Titans (A17053), Roberts. B&O from Cumberland to Connellsville. 224pp hard..... $50.00
Santa Fe 1940-1971 in Color Vol.1 (A14269), Stagner. Vintage power, Chicago to Kansas City. 128pp hard $49.95
Santa Fe 1940-1971 in Color, Volume 4 (A14291), Stagner. Action in Texas and west to California. 128pp hard..... $49.95
Santa Fe: RR Gateway to Amer. West (A12046), Duke. ATSF history in California. 288pp hard..... $59.95
Santa Fe Streamliners (A13422), Zimmermann. *Super Chief* to Amtrak. 112pp soft $17.95
Seaboard Coast Line Railroad (A17295), Nuckles. Motive power and operations with 200 photos. 112pp hard..... $19.95
Southern Railway's Spencer Shops 1896-1996 (A17273), Galloway & Wrinn. Illustrated history. 106pp hard $22.95
Steam Spirit (A15876), Huxtable & Shultz. Color album of NS excursion locos. 32pp soft $6.95
Steam, Steel & Limiteds (A14002), Kratville. Illustrated history of steam-powered passenger trains 422pp hard... $55.00
Steam, Steel & Stars (A12623), Link. Classic b&w night photos of N&W steam by the master. 144pp, soft..... $19.95
Stories From the Two Foot Gauge (A17096), Mead. Tiny trains in Maine, Wales and Africa. 84pp soft $17.95
Story of California Zephyr (A13431), Zimmerman. Illustrated history of pore-Amtrak CZ. 104pp soft..... $19.95
Subway to the World's Fair (A00910), Kramer. NYC transit lines that served the 1939 fair. 32pp soft $7.95
Super Chief: Train of the Stars (A12036), Repp. History of Santa Fe's premier train. 256pp hard $39.95
Susquehanna (C80), Krause & Crist. B&W photos of steam and early diesels on the NYS&W. 98pp soft $15.95
Tall Tales of the Rails (A17013), Lonon. Memoirs from the Clinchfield, with photos. 223pp hard 223pp hard $19.95
The *20th Century Limited* 1938-1976 (A17286), Cook. 200 photos, rosters and more. 154pp hard $25.95
Those Magnificent Trains (A15600), Ditlefsen. Color pics and short stories. 88pp soft $14.95
Ticket to Silverton (A15500), Crist, Grenard & Krause. Silverton pictorial. 48pp soft $9.95
Time of the Trolley (A12017), Middleton. From horsecars to light rail, more than 360 illustrations. 240pp hard..... $42.95
Timetable Treasury (A16307), Wayner. North American schedules and consists. 170pp soft $19.95
Train Master (A16137), Sweetland. Illustrated look at all F-M Train Master owners. 112pp, soft..... $29.95
Touring Pittsburgh by Trolley (A13426), Smith. Pictorial review from the early 1960s. 88pp soft $14.95
Traction Classics Vol. 2 (A12027), Middleton. Parlor, dining, sleeping and high-speed cars. 184pp hard..... 38.95
Train Country (A12620), MacKay & Perry. Illustrated history of Canadian National Railways. 192pp soft..... $24.95
Trains of America (A12607), Helmburger. Color coverage of steam and early diesels. 204pp hard $44.95
Tweetsie Country (A17012), Ferrell. Illustrated look at East Tennessee & Western North Carolina. 232pp hard $44.95
Tweetsie, the Blue Ridge Stemwinder (A17011), Scheer & Black. More history on ET&WNC. 80pp hard $12.95
26 Miles to Jersey City (A16856), Komelski. Pictorial of CNJ depots. 62pp soft $8.95
Twilight on the Narrow Gauge (A13412), Kramer. Rio Grande photos by Krause. 64pp soft $8.50
Twin City Rapid Transit (A14453), Lind. Illustrated history of Minnesota streetcars. 96pp soft..... $12.50
Uintah Railway (A12621), Bender. Fine photos and detailed history of "The Gilsonite Route." 240pp hard..... $39.95
Union Pacific Cheyenne West (A17073), Fox. Contemporary UP action in the mountains. 96pp hard $37.95
Union Pacific Official Color Photography Book I (A14284), LeMassena & Yanosey. Rare gems. 128pp hard..... $49.95
Union Pacific Streamliners (A14004), Ranks & Kratville. Giant, illustrated coverage. 592pp hard..... $62.50
Victory Branch R.R. of Vermont (A12611), Hopper. St.J&LC's timber-hauling line. 32pp soft $9.95
Virginian Railway Locomotives (A17288), Lewis. History, photos, drawings and more. 76pp soft $15.95
The Virginian Era (A17282), Lewis. Steam and electrics hauling coal, B&W photos, maps, etc. 60pp soft $14.95
West Virginian Logging Railroads (A17289), Warden. B&W photos, maps, rosters and full histories. 108pp hard.... $19.95
Western Maryland Diesel Locomotives (A17272), Stakem & Stakem. Roster info and photos. 106pp, hard..... $24.95
Without Fitting, Filing or Chipping (A15708), Winpenny. Illustrated history of Phoenix Bridge Co. 154pp, soft.... $19.95
World of Steam (A14502), Huxtable. Color photos of contemporary steam around the globe. 48pp soft..... $19.95

★★ NEW ARRIVALS ★★

NEW YORK TRANSIT MEMORIES
America's RAIL Pictorial
The Chicago & North Western
Classic Diesels of the South
A Railfan's Odyssey
RAILROADS NEW JERSEY
THE FORMATIVE YEARS
Baltimore & Ohio Passenger Service, 1945-1971 Volume I
Baltimore & Ohio Passenger Service, 1945-1971

America's Rail Pictorial (A12627), Porter. All-color look at U.S. railroads from 1950s through 1970s. 151pp hard..... $44.95
B&O Passenger Service 1945-1971 Vol. 1 (A17284), Stegmaier. Illus. history of National Ltd. route. 116p, hard $24.95
B&O Passenger Service 1945-1971 Vol. 2 (A17266), Stegmaier. Illus. history of Capitol Ltd. route. 148pp hard $26.95
Classic Diesels of the South (A17267), Lamb. B&W pictorial of diesels through the '70s. 117pp hard..... $26.95
A Colorful Look at C&NW (A16868), Bernet. All-color pictorial of C&NW diesels. 48pp. soft $19.95
New York Transit Memories (A13432), Smith. Vintage b&w subway and trolley scenes. 88pp. soft..... $16.95

Official Locomotive Rosters 1998 Edition (A17041), Kerr. Over 850 rosters! Pocket size, soft..... $19.95
A Penny a View Vol. 1 (A13020), McCabe & Gordon. Vintage postcard views of Sussex Co. NJ. 48pp soft..... $14.95
A Penny a View Vol. 2 (A13021), McCabe & Gordon. More vintage postcard views of Sussex Co. NJ. 57pp soft.... $14.95
R.R. Atlas (Vol. 7): Appalachia & Piedmont (A00958), Walker. Includes NC, TN, KY, VA, WV. 100pp soft..... $23.95
Railroads of New Jersey (A13000), Cunningham. Illus. history of Garden State rails through 1915. 328pp hard $49.95

To Order Call Toll Free
1-800-474-6995 24 Hours a Day.
(Please have credit card ready; this number is for orders only, not customer service.)
Or Fax Your Orders To Us: 1-973-383-4064

Carstens Publications, Inc. • P.O. Box 700 • Newton, NJ 07860

I've enclosed $ _____ in: ☐ check ☐ money order ☐ credit card (no cash please)
Please send books indicated below:

Title	Book #	Price

CHARGE TO: ☐ Am Ex ☐ Optima ☐ MasterCard ☐ VISA ☐ Disc exp. ___/___/___

CARD # SIGNATURE

NAME STREET

CITY STATE ZIP

Postage & Handling: U.S. $2 per book; Foreign $2 per book plus 20%; N.J. residents add 6% sales tax; Canadians add 7% G.S.T. Allow 4-6 weeks for delivery. Prices subject to change without notice.

2704

VHS Video,
Color,
Live Sound,
60 Minutes

"Rhapsody in Black and Blue"

CONRAIL

A CONRAIL RETROSPECTIVE

Alco's, GG-1s and cabooses roll again as you stand trackside in 1976. E-L, PC, LV, RDG, CNJ, and foreign power made up the menagerie of motive power, until the addition of Blue #2586, viewed passing Ho-Ho-Kus. Loco consists range from a 3-Alco lash-up of two RS-11s and Ex-L&HR C-420, to a 4-unit set with *TWO* engines numbered 2586(!), and on to an EMD demo electric in "test dirt" regalia. Witness helpers detach "on the fly" cresting Emmaus Hill, a trio of soon-to-be wrecked RF&P GPs at Allentown, A crooked "can opener" design, bicentennial schemes, and related D&H, Chessie, B&M and Amtrak activity. Observe the most varied motive show of the era, seen at over two dozen eastern locations including Selkirk, Peekskill, Ridgewood Jct., and Rockville. "Rhapsody" presents an insightful review of a most colorful era - not merely "black & blue"!

$19.00 + $3 postage.

($3 covers all tapes ordered at one time)

Of Related Interest:

"FROM THE ASHES" - 60 minutes. Summaries of railroads which formed Conrail, followed by more 1976-77 action. U25B Turbo spectacular, E-Port Alcos, Columbus Fs, much more. **$19.00 + $3 postage.**

"JERSEY" - 65 minutes. 1967 to 1980 survey along the Northeast Corridor at Newark, Elizabeth "S" Curve, Princeton Jct. Railway and more - PRR & CNJ to PC, Conrail, Amtrak, NJ Transit. **$19.00 + $3 postage.**

To order send check or M.O.

Ohio residents add tax.

Visa/MC orders call

330-630-9817

REVELATION VIDEO

MasterCard VISA

P.O. BOX 129
TALLMADGE, OH 44278

ON THE MENU

by JAMES D. PORTERFIELD

Psssst!
Wanna buy a dinner train?

THE MAILMAN INTERRUPTED my dusting. I was just brushing those pesky accumulated particles off my "Dinner Trains" file, preparing to compile this year's *Guide to Dinner Trains* for the June R&R, when he rang my doorbell. The bundle he handed me included the D. F. Barnhardt & Associates Railroad and Tourist Rail Equipment Newsletter. The headline — "Business Opportunity: Orlando-Florida Dinner Train" — had instant impact. The carefully-worded description went on to say:

"Altamonte Springs, Florida: You can be the owner of a dinner train business located in the booming tourist mecca near Orlando, home of Disney World and Universal Studio.

"The train operates on the Florida Central Railroad located in Altamonte Springs, Florida. The route runs from Altamonte Springs to Tavares and could be extended to the historic town of Mount Dora.

"Three dining cars and one kitchen/dining car, miscellaneous loading facilities and computerized reservation system are included in the business. The Florida Central Railroad currently provides the train crew and locomotives for the operation.

"Seating up to 179 guests, the cars are restored to project an elegant and luxurious dining atmosphere with liberal use of mahogany and period lighting throughout. The cars are completely air conditioned for passenger comfort. Add food and wine to the panoramic view of orange groves, lakes, rural and urban settings and take advantage of a business opportunity with a year 'round operating schedule. The business route could even be expanded to include non-dining tourist excursions.

"This unique opportunity is offered exclusively by D. F. Barnhardt & Associates. Call us for more information at 704/436-9393."

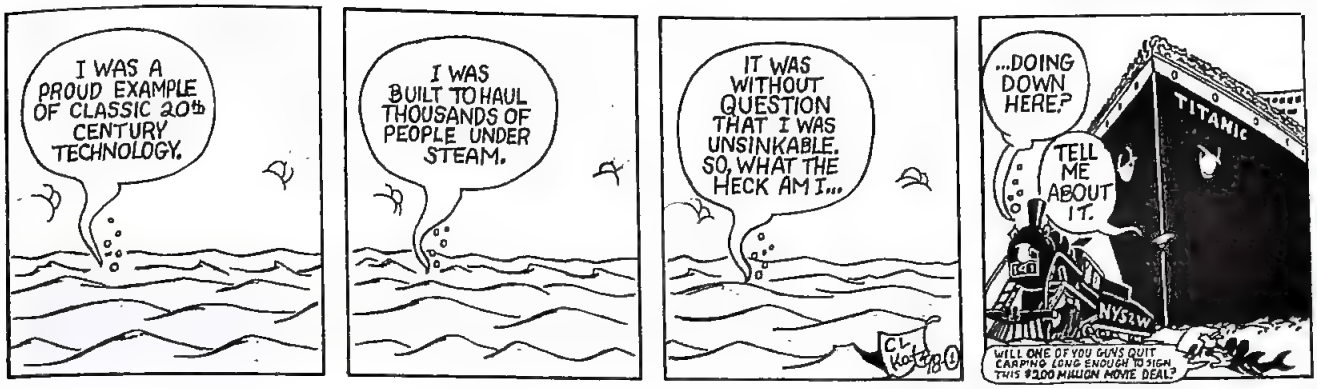
So I called Dave Barnhardt, not exactly checkbook in hand (writers, as you may know, are chronic sufferers of that rare tropical malady, "lackaloot"). Barnhardt confirmed that "the train and business are for sale, but the owner would prefer to keep the operation on the Florida Central Railroad. Beyond that, I'd rather let a representative of the railroad answer your questions." Dave referred me to John Levine, Vice President of the Florida Central and its parent, the Pinsly Railroad Company, headquartered

JAMES D. PORTERFIELD

THE *FLORIDA CENTRAL ADVENTURE DINNER TRAIN,* which featured a catered meal served on board, is for sale by the railroad. The Florida Central wants to spin off the train to another operator so the railroad can concentrate on its freight business. Any new operator, however, would be encouraged to keep the train on the Pinsley-owned Florida Central. The railroad provided CF7 47 to power the train.

RAILFUN

by CURT KATZ


I WAS A PROUD EXAMPLE OF CLASSIC 20th CENTURY TECHNOLOGY.
I WAS BUILT TO HAUL THOUSANDS OF PEOPLE UNDER STEAM.
IT WAS WITHOUT QUESTION THAT I WAS UNSINKABLE. SO, WHAT THE HECK AM I...
...DOING DOWN HERE?
TELL ME ABOUT IT.
TITANIC
NYS&W
WILL ONE OF YOU GUYS QUIT CARPING LONG ENOUGH TO SIGN THIS $200 MILLION MOVIE DEAL?

in western Massachusetts.

"Our goal," said Levine, "is to sell the dinner train operation in its entirety, but to someone who will keep it on the Florida Central." He went on to point out, "What we know best is how to haul freight, not serve food or provide entertainment. Operating a dinner train takes a lot of time and energy. We'd rather focus on our core business and let someone who is already an expert at providing entertainment, operating an attraction, running a restaurant, or all three for that matter, operate the train over our railroad."

Levine offers some persuasive arguments for such an undertaking. "We are in a great location. Orlando is a year 'round market booming with tourists and snow birds (those faint-of-heart among we Northerners who flee south for the winter). The scenes we pass are varied and pleasant. At one point we sit by a lake at sunset. And," he says, in a final burst of enthusiasm, "our equipment is just beautiful." Readers of this column have written to confirm this, lest you think John is engaging in puffery.

It is hard to disagree with John Levine's overall appraisal of the dinner train his company's started: "It offers tremendous operations potential." Dave Barnhardt's line is open to all interested parties. Any takers?

Other News

Amtrak: Ray Saunders in Virginia wrote early last fall to call my attention to an interesting twist now found on the menu of Amtrak's *Crescent*. Beginning in August, 1997, riders on that New York-New Orleans train could enjoy a Mississippi specialty more commonly associated with New York — cheesecake. After extensive tests, Amtrak, seeking a southern dessert to accompany other regional specialties on this famous train, selected the creations of Jubilation's, Inc., in Columbus, Mississippi, to fill the bill. Jubilation's owner Tammy Craddock says Mississippi cheesecake is distinctive for its light, smooth, creamy texture when compared to New York-style cheesecake. Four varieties of cheesecake — Mississippi Mud, Praline, Blissful Blackberry and White Chocolate — are carefully crafted by Jubilation's staff ("We shell crack each egg," Craddock points out), then transported all the way to New York City in a refrigerated truck — giving new meaning to the expression "into the belly of the beast" — to be loaded onto the train. You can order Amtrak's cheesecakes, delivered to your home, by calling Jubilation's at 800/530-7808

"The Mississippi cheesecake may be new," says Marc Magliari, a spokesman for Amtrak's Inter City trains, "but its presence on the *Crescent* menu is a continuation of our commitment to featuring food and wine from along the route of our trains." He cited the famous Freestone pickles from Michigan served onboard the Chicago-Detroit trains and the highly respected Covey Run wines from Washington state featured in dining cars on the *Empire Builder*. "While they are not my trains," Magliari continued, "the *Vermonter* features a box lunch of all Vermont products. And the *Ethan Allen Express* also features a number of Vermont food products served on board."

American Orient Express: Ever seeking new routes to entice riders — new and repeat— the *AOE* has announced the addition of a *Jazz & Blues Express* that celebrates the birth and evolution of these unique forms of American music. Running between New Orleans and Chicago, "passengers will swing to the sounds of jazz and blues on Bourbon Street, cruise the Mississippi on an old-fashioned riverboat, visit Beale Street and Graceland and enjoy an evening at a Chicago hot spot," says *AOE* Chairman T. C. Swartz. This year, departing March 16th and 26th from New Orleans or March 21st or 31st from Chicago, each five-day excursion includes a tour of Scott Joplin's House in St. Louis. Live entertainment is a highlight of stops in New Orleans, Memphis, and Chicago and lecturers by practicing musicians with an academic background help pass time on the train. For more information or to make reservations, call *AOE* tollfree at 888/759-3944 or on your dime at 206/441-2725.

And coming in June: By now, work on the *1998 Guide to Dinner Trains* is well underway. Look for the addition of British Columbia Railway's *Pacific Starlight*, and other new trains, as well as several fallen flags. Meanwhile, if you know of a new dinner train planned for 1998, write me at my address in the box accompanying this column.

PLEASE SEND correspondence concerning On The Menu directly to: Jim Porterfield, 763 Cricklewood Drive, State College, PA 16803.

RBH

Raritan Bay Hobbies
P.O. Box 4231
Metuchen, N.J. 08840
732-494-2932

BOOK LISTINGS

B&LE in Color	35.95
B&M in Color	35.95
B&O Passenger Service Vol. 2	21.45
Boston & Albany Vol. 1 or 2	each 39.95
CB&Q in Color Vol. 1 or 2	each 35.95
CGW in Color	35.95
Cabins, Crummies & Hacks Vol. 5	26.95
Chessie's Road	29.45
Classic American Railroads	23.95
Classic American Streamliners	23.95
Classic Power 5: PRR "Q" Class	18.95
CNW in Color	35.95
CP Color Guide	35.95
Denver & New Orleans	35.95
East of the Hudson Trackside	35.95
Erie Lackawanna in Color Vol. 3 or 4	each 35.95
Hedley-Doyle Stepless Streetcar	17.95
Hidden Treasure Ohio River & Western	35.95
History of Railroading in West N. Carolina	39.95
Ind. of Maine 2 Footers Part 2	21.95
Insull Chicago Interurbans	35.95
Lehigh Valley-East of Mauch Chunk	39.95
Milwaukee Rd. In Its Hometown	14.95
Milwaukee Road in Color Vol. 1,2 or 3	each 35.95
Minneapolis & St. Louis in Color	35.95
MP River & Prairie Rails	45.45
N&W In The Appalacians	14.95
NYO&W in Color	35.95
New York Central Trackside	35.95
New York Transit Memories	13.45
PA: Alco's Glamour Girl	39.95
Pacific Electric in Color	35.95
PC Color Guide	35.95
Pennsy Steam Years Vol. 2	35.95
Pennsylvania Trolley in Color	35.95
Powder River Coal Trains	23.95
PRR: Black Gold-Black Diamonds	35.95
PRR Color Guide Vol. 2	35.95
PRSL in Color	35.95
RGS Story Vol. 3,4,5,6	each 53.95
Railroad Color History: PRR	15.95
Railroad Color History: Santa Fe	15.95
Railroad Color History-PRR	15.95
Railroad Stations & Trains-AR/Southwest	23.95
Railroads of Ohio Valley Vol. 2	19.95
Rio Grande Color Guide	35.95
T&P Color Pictorial	39.95
Search of Steam Donkey	43.95
SOO Line in Color	35.95
SP Diesels Vol. IV - SD7&9's	19.95
The Subway	23.95
Under Milwaukee Wires	35.95
UP Color Guide Vol. 1 or 2	each 35.95
Willamette Locomotive	31.95

100's more titles available

FAX YOUR ORDER VIA
OUR COMMON PHONE NUMBER

Master Card and VISA accepted. Shipping on U.S. orders add $3.50 for the first title, $1.00 for each additional title up to a maximum of $6.50 per shipment. Foreign orders welcome, postage at cost. NJ residents add 6% sales tax. FAX/Phone orders accepted with full credit card information. Send a large self addressed, stamped envelope for complete book listing. Prices supersede prior prices.

NEW TITLES

All titles expected in March!

Lackawanna -

Superpower Railroad of the Northeast

by Robert A. LeMessena

112 Pages, Hardbound • Fully illustrated with photos, maps and charts and rosters

The long overlooked Lackawanna was one of the pioneers of modern superpower steam. While the road is well noted for the massive concrete viaducts, motive power is often overlooked. Fighting a competitive battle for traffic, the road needed modern steam power development to remain competitive. Author Robert A. LeMessena provides a detailed examination of this interesting anthracite road's power in this well illustrated volume complete with rosters. Due to ship late winter/early spring of 1998.

Only $26.95 + $4 S/H

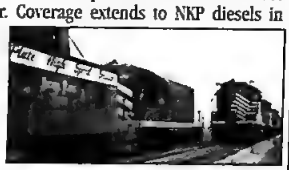
Special Price of $21.95 + $4 S/H if ordered before April 30, 1998

Nickel Plate Road Diesel Locomotives

by Kevin J. Holland

128 Pages, Hardbound • B/W and color photos, and rosters

Nickel Plate Road Diesel Locomotives looks at the factors that prompted a dyed-in-the-wool steam stalwart to dieselize, how it was accomplished and examines the interesting roster. Coverage extends to NKP diesels in N&W and NS service. Over 200 action, roster and builders' photos, many official paint and lettering diagrams and a complete roster 1942-1964.



Only $26.95 + $4 S/H

Special Price of $21.95 + $4 S/H before April 30, 1997

B&O Cabooses-Volume 1 The Diagrams

by Dwight Jones

128 Pages, Hardbound •Photos, New Diagrams and rosters

The first of a new series of books on Baltimore and Ohio Cabooses! Much of the material, most of the photos and all of the diagrams in this volume are being reproduced for the first time. This book will be particularly useful to modelers, as all of the drawings are uniformly scaled and dimensioned, many prepared specifically for this book. Over 30 years of meticulous research has gone into this volume and is the most accurate publication ever produced, correcting many errors out on the subject. *Due April/May 1998.*

Only $26.95 + $4 S/H

Special Price of $20.95 + $4 S/H before April 30, 1997

Maximum of $7 S/H for any order.
Virginia residents add 4.5% tax.
Send for the complete list of available books.

TLC Publishing, Department RF
1387 Winding Creek Lane
Lynchburg, VA 24503-9711

VIDEOS

1522 from Goodheart

1522 Mountain of the Ozarks from Goodheart Productions, P.O. Box 47131, Chicago, IL 60647; 800/482-1522; 53 minutes, color, $29.95 plus $4.00 shipping (Ill. res. add 8.75% sales tax; Canadian orders add $1.00 postage).

Subtitled "The Ultimate 1522 Video!" and released in the summer of 1997, this tape follows David Goodheart's strategy of shooting a particular subject (mostly steam) over a prolonged time period and then selecting the "best of the best" footage to produce a thorough (if not the fastest to market) video on that topic. This technique yields action packed programs absent the "filler footage" some producers use when one trip does not yield enough good sequences for a full tape. Following that tradition, here we have the best sequences from twelve trips between 1988 and 1993 over a variety railroads, locations and memorable Midwestern grades, some of the latter covered more than once.

We start with the 1990 St. Louis NRHS convention and chase the Newburg, Missouri, round-trip, covering Iron and Rolla hills and numerous lineside locations. The first trips on the Wisconsin Central in 1988 are represented best by Byron Hill, south of Fond du Lac, with both passenger and freight consists. In October 1990, we see the 1522 cross the Mississippi at Quincy, Illinois, on a fine bridge and see a nice silhouette at Moline as the train crosses the Rock River. Local runs for break-in purposes and BN ferry moves to display sites are seen at Rolla Hill with freight under a nice dawn departure, on Iron Hill, and my favorite — a long, slow, follow-zoom as the 1522 works up Dixon Hill in the rain with a perfect exhaust plume, whistle and stack talk. In 1992, an eastbound run from St. Louis to Coffeen, Illinois begins on the approach grade to the Merchants bridge over the Mississippi River, followed by numerous trackside scenes. After the Centralia, Illinois, trip over NS rails with their solid tuscan consist, the 1994, multi-day journey from St. Louis to Atlanta and return is covered with some fine sequences, including the freight run from Chattanooga to Birmingham (absent the crew car) and onwards to St. Louis via Memphis. We conclude with the 1994 trip to Topeka, Kansas, and a behind-the-scenes glimpse of BNSF's grade crossing awareness public relations photo shoot, combining the 1522 and a vintage automobile with a modern diesel and car.

This is a runby tape in the grand style, often covering unannounced movements, with little narration and human interest footage to interrupt the locomotive's on-screen performance. Angles range from overpasses where your britches get burned as the mile-a-minute Mountain passes underneath to long pans across the farms of the heartland. Arranged smoke makes for

TRACKS of the POLAR BEAR

NEW!

Ride in the Cab, visit dispatch and see the stock in this 1 hour behind-the-scenes video of the legendary Ontario Northland Railroad.

$24.95

also still available

TRAINS OF THE ST. LAWRENCE VALLEY **$14.95**

See stills from all our videos on the Internet at
www.datacom.ca/~chandos/

Send cheque or money order to

CHANDOS TELEVISION PRODUCTIONS

118 Cumberland St. Cornwall, ON K6J 4H5

Cdn Residents Add 7%, & Ont Residents an Additional 8%

CHICAGO GREAT WESTERN

Iowa In The Merger Decade

This book by Phillip R. Hastings captures the last decade of this fascinating, independent Iowa operation before the CNW. Here are superb train shots: F-units in their glory, NW2s, Geeps, Alco-units, Baldwin DS44-10s, the Oelwein Shops, and snow plows keeping the tracks clear. Historical highlights put the CGW in its proper perspective. 80pp,
(C00039).....$12.95+S&H

TO ORDER CALL TOLL FREE
1-800-474-6995
HAVE CREDIT CARD READY!

VISA/MC/AMEX/OPTIMA/DISC accepted Or please send check or money order P&H US $2. per book. Outside US $2 per book plus 20% for insured shipping NJ residents add sales tax Canadians add 7% G.S.T.

Carstens
PUBLICATIONS, INC.
P.O. Box 700, Newton, N.J. 07860

some nice plumes on an engine normally run with a clean stack. We see classical, scenic "calendar views" interspersed with down-on-your-knees, follow-zooms up the home grades of the Frisco. Consists range from pickup freights to short ferry trains to the full-blown NS and UP trainsets. Videography is solid and sharp and the sound true stereo (do turn up the volume). A few sequences end too soon for my taste, and it would have been nice to see more of the crew and get a cab ride. For steam fans who admire classic locomotive styling, loud sharp exhausts, and track speed running, this tape is hard to avoid putting on your shelf — TOM KELCEC.

Classic Santa Fe diesels

Yesterday's Santa Fe from Icon Video Productions, P.O. Box 3873, Thousand Oaks, CA 91359, 800/350-3182 (website http://www.trainorders.com); 40 minutes, color, $24.95 plus$3.00 shipping per order, Cal res. add 7.25% tax ($1.81).

Back in the late 1960s Virgil and LaVada Staff set out to capture on 16mm Kodachrome movie film the last of the Santa Fe F-units in freight and passenger service. The California Bay Area residents followed the main line to Barstow and Albuquerque and then ventured into Texas on the line to Galveston where road-weary blue and yellow F-units were still laboring on the prairies in

SUBSCRIBE TODAY! and enjoy!

Join the railfans who subscribe and enjoy every issue of RAILFAN & RAILROAD. We look at the rail hobby the same way you do and have the finest authors in the field to share their individual perspectives on the railroading of today, yesterday and tomorrow - all from the varied viewpoints of involved hobbyists. Subscribing saves you money and guarantees you won't miss a single issue. Join us.

"YOU CAN CHARGE YOUR SUBSCRIPTION ON A CREDIT CARD!"

CALL TOLL FREE: 1-800-474-6995

OR FAX US AT: 1-973-383-4064

RAILFAN & RAILROAD
Subscription Dept. 1429,
P.O. Box 700,
Newton, N.J. 07860-0700

TO SUBSCRIBE, Mail this form with the following information:
❑ New Subscription
❑ Renew Subscription

U.S.A. Subscription Rates:
❑ 1 Year $27.95 ❑ 2 Years $49.95
❑ 3 Years $69.95
CANADA: ❑ 1 Year $35.95
❑ 2 Years $69.95 ❑ 3 Years $93.95
FOREIGN: ❑ 1 Year $37.95
❑ 2 Years $69.95 ❑ 3 Years $99.95
(includes NJ sales tax & Canadian G.S.T.)

Name _____

Street _____

City, State, Zip _____

Ex. Date __/__

Payment by: ❑ Check ❑ Money Order
❑ AmEx ❑ Optima ❑ MasterCard ❑ VISA

Card Number _____

Signature _____

Advertising Index for April 1998

A-B

Barnard, Roberts & Co. 8
Bershire Rail Products 58
The Book Depot 50,51

C

Cajon Rail Products 17
D. Carlton Railbooks 12
Carstens Publications 10,22,23,54
Catenary Video Productions 62
Central Electric Railfans Association 12
Chandos Television 54
Colorado Railroad Museum 21
Cumbres & Toltec Scenic Railroad 14,22

D

The Depot Attic 8
The Depot Attic at Strasburg 12
Depot Square Publishing 58
Direction Video 6

F

Fort Wayne Railroad Historical Society 60

G

Great Northern Publications 63
Golden Spike Enterprises 8
Golden Rail Video 20
Goodheart Video Productions 11
L.V. Grogan 6

H

Herron Rail Services 21
Hi-Iron Railroad Videos 58
Hiram Press 10

I-J-K-L

Illinois Railway Museum 60
International Time Keepers 14
Iowa Railroad Historical Society 6
JMJ Video Productions 9
KL&L 9
Carleton F. Loucks 59

M

MB&A Video Productions 7
Mark I Video ....Cover IV
McMillan Publications 15
Edgar T. Mead 8
Midwest Video Productions ....Cover II
Morning Sun Books 8
Mountain State Railroad and Logging Historical Association 63
Museum & Tourist Line Directory 60

N

National Railway Historical Society 62
Napa Valley Wine Train 60
Nestle's Railroadiana 8
New York Central System Historical Society Books 6

O-P

Old Line Graphics 14
Kent Patterson 14
Plets Express 22

R

Railcom 18
Railfan & Railroad 55,61
Railroad Auction 22
Railroad Avenue Enterprises 16
Railroad Research Publications 62
Railroad Video Productions 19
Rails 'N' Shafts 13
Railway & Locomotive Historical Society 63
Raritan Bay Hobbies 53
Revelation Video 52
Ben Rohrbeck 8
Ron's Books ....Cover III

S

Schrader Enterprises 10
Signal Computer Consultants 22

T

TLC Publishing 5,20
Trackside Video 18
Transit Gloria Mundi 59

V

Video Classics 10

W

Wallin's Slide Approvals 6

A-B-B-A combinations. Their film was assembled by Todd Clark of Icon Video and dubbed with sound recorded by the Staffs on a reel-to-reel recorder at the time into this program that begins in Texas and works its way home to the Bay Area in the late 1960s and pre-Amtrak 1970s. They captured an image of the fading first-generation diesel Santa Fe and surviving classic steam era lineside elements like depots, water tanks and train order signals with trains carrying cabooses and markers behind matching sets of F-units.

Virgil and wife LaVada shot the 16mm film with a camera mounted on a tripod with minimal panning and no zooming — the images are all well composed "moving slides" with the trains often framed in lineside elements. The weather ranges from screaming sunshine to dreary overcast, but most of the footage is crisp and appealing. Coming-on shots are neatly mixed with mid-train and going-away shots to give the viewer a good impression of the train without having to endure every passing freight car, and the sound matching ranges from pretty good to excellent. You even get a couple of shots of white-cowboy-hatted Virgil shooting still photos in the corner of the movie frame! A few of the segments are accompanied by pleasant country-style guitar music.

The action is narrated with just enough information to be understandable without becoming simplistic (and a few minor technical goofs like "turbocharged generators" on new locomotives can be overlooked with a grin). The action is mostly runbys — coming and going away — with well framed images and rock-steady camera placement. Most of the action is lineside, although there is a ride on the Richmond, California, turntable and a fair number of terminal scenes. The motive power is predominantly F-units — traditional if grimy blue and yellow freight units and better maintained red passenger warbonnets — although there are images of high-nosed Geeps, GP30s, GP35s, SD24s, SD45s and even a few big U-boats and some delightfully smoky Alco Alligators — and even a smattering of PA's. Much of the passenger action is devoted to Virgil Staff's favorite *San Francisco Chief* in the area between Franklin Canyon and the terminal at Richmond. The concluding sequence shows the last pre-Amtrak *San Francisco Chiefs* at Pinole and then the deadhead equipment move taking the passenger consists away for the last time.

And for all of you readers of the old RAILROAD Magazine, yes, there are some classic Virgil Staff "girlie" shots! A couple of typically leggy girls in those horrid late-1960s mini-skirt outfits are obviously posing at the platform with luggage as the trains roll in. And they look just as bad in retrospect as they did back then!

When RAILFAN took over RAILROAD Magazine in 1979, I vowed that as long as I was editor there would never be so much as a mention of Freeman Hubbard's girlie pictures in the combined RAILFAN & RAILROAD — I felt it was in bad taste and was the laughing stock of the hobby then and I feel that way today. But I did put one very subtle mention of it in that first combined issue: On page 34 of the May 1979 R&R is a photo by Virgil C. Staff of a *California Zephyr* WP F3 on an Oro Dam Constructors dirt train. Above the pure-railroad Staff shot is a photo of mine of Kansas City Southern F-units leaving Texarkana. The KCS photo is credited to "N.O. GURLEY." I'd made my statement!

Now that I'm no longer editor, my conscience is clear to tell the story, and I must add that I did very much enjoy Virgil and LaVada Staff's 16mm movies of the Santa Fe of that era — girls and all! — JIM BOYD.

The last of Tennessee Pass

Tennessee Pass and the Royal Gorge Route from Greg Scholl Video Productions, P.O. Box 123, Batavia, Ohio 45103; 800/248-9670, fax 513/732-0666; 90 minutes, color, $29.95 plus $4.00 shipping.

The sad news is that the D&RGW Tennessee Pass line in Colorado was closed to through traffic in the summer of 1997. The good news is that numerous video producers are releasing tapes on this previously ignored subject. This one, jointly produced with Railway Productions' Les Jarrett, presents a survey of operations along the line in spring 1997 when big, modern Southern Pacific and Union Pacific power was the order of the day.

With guidance from a progressive map and occasional historical black & white photos, we journey in strict geographical order from Dotsero, the west end of this line, all the way to Cañon City, east of the Royal Gorge. Alas, most of this trackage has been deemd surplus in the SP/UP merger, and it is likely

I SWITCH LIST

CLASSIFIED ADVERTISING: 64 cents per word, minimum order $7.68. Count all initials, abbreviations (COD, SASE, PO, 8mm, 5 x 7, it's, etc.), numbers and address components as one word. Zip code free. Fourth consecutive insertion of same ad free upon request. Classified ads are payable in advance, and payment must accompany ad copy. Ads will be placed in category deemed most appropriate; requested categories will be considered. Ads using a PO Box number must supply a street address for our records. Classified ads are noncommissionable. CLOSING DATE: 10th of month three months preceding date of issue, i.e. Feb. 10 for May issue. Send all classified ads to: RAILFAN & RAILROAD, CLASSIFIED AD DEPT., PO Box 700, Newton, NJ 07860-0700. Ads sent to other departments may be delayed or lost. All ads are subject to the approval of the publisher. Ads are set in standard 6 point type with first word capitalized. Large type bold face classified ads are available at $1.52 per word, minimum $18.24.

BOOKS & PUBLICATIONS

O&CB STREETCARS OF OMAHA & Council Bluffs by Richard Orr, 348 pages, 387 photos plus maps & drawings. Only book on this subject. Limited printing. $67.00 via UPS, (check or MO only). Kieser's Book Store, 312 S. 15th Omaha NE, 68102-2207. 598

RAILFAN TIMETABLES: Perfect reference while trackside! Complete station profiles for all railroads in each region, complete with roster, symbols, maps and frequencies. Current editions: California $17.50 Rocky Mountain (CO/UT/NV) $16.50, Southwest (AZ/NM) $14.50. Maps Roseville $5.00, West Colton $5.00, both $8.50. Altamont Press, PO Box 754-R, Modesto, CA 95353-0754. Web Page: http://altamontpress.com. 498

FINALLY, A NEWSLETTER that is *your* newsletter. *You* ask the questions; *you* express *your* ideas and thoughts; *you* express *your* opinion about others ideas, thoughts and comments, *you* set the agenda; *you* tell others about *your* experiences as a railroader or railfan (yes, old "war stories" are welcome). Written and edited by a 30-year railroad veteran (who has a few of his own stories). $34.95/12 issues. RailfanFare, 3257 Bentley Rd., Custer, WI 54423. 798

MAGAZINE BACK ISSUES THRU 1960s, all publications. SASE for list. Gwinn, 504 Green Oaks Circle, #2027, Arlington, TX 76006-2063. 798

FOR SALE

FOR SALE: RR lanterns, rulebooks, matches, playing cards, emp tts, RR and trolley passenger timetables, books and more. List 55 cent stamps. Meyers, 1005 Labaree St., Watertown, WI 63098-3036. 498

MISCELLANEOUS

SUPPORT AN EXPANDED AMTRAK bumper decal. Four color, free with LSASE, dollar each additional. Jim Norton, 153 Rebecca Pines, Madison, AL 35758. 798

RAILROAD CALENDARS

RAILROAD MUSEUM OF LONG ISLAND 1997 Calendar - Our fourth annual calendar includes 14 historical images of Long Island railroading history in classic black and white, including important dates in LIRR history and updates on the museum's progress. $6.50 plus $1.95 s/h. Railroad Museum of Long Island, PO Box 726, Dept. B, Greenport, NY 11944. Attn: Calendar Sales. 598

RAILROAD EXCURSIONS

MAY 2ND 1998 - Open House & Railfan Day, Mount Rainier Scenic RR, 10 A.M. to 5 P.M., featuring 5 steam locomotives, Alco diesels, train rides, run-bys, meets, freight trains, exhibits, and shop tour. Pre-paid advanced reservations are required. Coach $80.00, Deluxe Coach $90.00, add $10.00 for box lunch per ticket and First Class $125.00 lunch included. Check, Money Order, Visa and Mastercard accepted. MRSRR, PO Box 921, Elbe, WA 98330-0921. 360-569-2588, fac 360-569-2438. 598

RAILROADIANA

TIMETABLES, employee & public. Also, brochures, annual passes, Official Guides and other railroad paper. Catalogs issued every other month. Drop us a line and we'll add you to our mailing list. We also buy collections. Roundhouse Hobbies-RF, PO Box 4001, Stockton, CA 95204. 598

RAILROAD LIQUIDATION: Train orders: M&P, B&O, W&M slides. Large assortment of train and trolley negatives and pictures. 300,000 plus, dating back from the early 1900's up to 1970's. Collection of paper including accident reports, forms, magazines etc. All inquiries, write to: Dennis Rouse, 1166 Linden Ave., Baltimore, MD 21227, or call Denny 410-247-0396 or dot at 410-788-2970. 698

RAILROAD STOCKS AND BONDS. Real issues with beautiful train vignettes. $1.00 catalog. Eric Drum, PO Box 266R, Perrysburg, OH 43552-0266. (www.oldstocks.com) 1098

DINING CAR CHINA, glasses, silver, cloth, annuals, books, magazines, menus, passes, playing cards. Tickets, timetables, rules, certificates, guides, etc. 55 cents in stamps on #10. SASE brings big list! James McClellan, 1752 S. Wichita, Wichita, KS 67213-5196. 799

RAILROAD PHOTOS & SLIDES

25,000 DIFFERENT train depots for sale. Send $1.00 for list of your state. Roberta Niesz, 1715 B. Ave. N.E., Cedar Rapids, IA 52402. 4TF

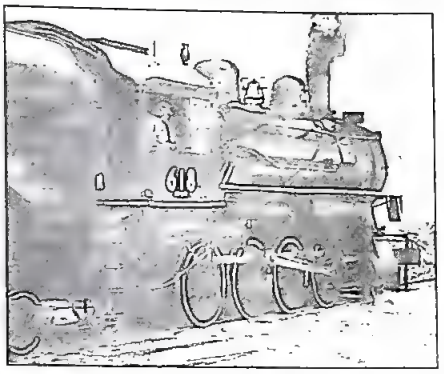
QUALITY DUPLICATE COLOR SLIDES: Twenty slides per set, $12.00. Sets include Amtrak Heritage, ATSF, BN, CB&Q/C&S, CRIP, DRGW, Frisco, Katy, KCS, Milwaukee, Mopac, SP and UP. List and sample $1.00. Trackside Slides, Dept. RF, 245 Robin, Bartlesville, OK 74006-2120. 498

only the small stretch from Cañon City to Texas Creek will survive (mostly as a tourist hauler, although a quarry requiring rail service may be established near Parkdale).

Most shots in the video were taken from locations one can readily access from the highway over a multi-day period which had some excellent weather and some clouds. A variety of power is seen on manifest, auto rack, coal and taconite trains, and in most sequences all the helper sets are seen, which is a nice touch of "completeness." At Minturn, we see midtrain (swing) helpers added to an eastbound, and learn a little about the town. Shots looking down into the canyon between Minturn and Redcliff are quite complete, and distant views from Camp Hale looking up at Pando tunnel clearly show what a struggle this two-mile-high grade was in both the diesel and steam days. Tennessee Pass tunnel and the siding east of the tunnel receive their due, as does the nice "S" curve situation with 14,000-plus-feet mountain backdrops just south of there in both morning and afternoon light. We continue east shooting at some good as well as average locations along the Arkansas River: Kobe, Granite, Princeton, Buena Vista, Nathrop, Hecla Junction, Salida, etc. and eventually arrive at the west end of the Royal Gorge. A nice little historical interlude with black & white stills describes early rail activity here. We end up standing on the suspension bridge looking way down on several trains at river level.

This is a good, contemporary survey tape of the line, and the only one I've seen that devotes any time on the segment between Dotsero and Minturn, most of which also will be abandoned. Numerous photo locations are covered with modern equipment in a "runby" style of shooting and the camera work is generally well done. At times I would have selected or framed some scenes differently or waited for some more dramatic lighting, but since this production covers a number of locations, sometimes with more than one train, you aren't missing too much. Pity we didn't have Betacams in the articulated steam and F-unit days of the Rio Grande. Those fans who want a good feel for what the "end of the line" was like while the railroad still ran a full complement of traffic through some of the best rail scenery in the U.S. should appreciate this tape — TOM KELCEC.

NEXT MONTH RAILFAN & RAILROAD



•HEBER VALLEY: Operating on a former Rio Grande branch, the Heber Valley features some of the best mountain scenery found in Utah. Beautifully restored Union Pacific "Harriman" Consolidation 618 is the power for this tourist hauler. Jeff Terry takes us east of Salt Lake City for a look at this classic 2-8-0 and a tour of the railroad.

MAY 1998 ISSUE ON SALE APRIL 1

DUPLICATE COLOR SLIDES late 1960's to today. Many E's, F's and other older EMD locomotives. Alco's, GE U-boats, electrics, switchers. Some FM's, MLW's and Baldwins. Newer locomotives too! Class 1 roads, regionals, shortlines, Amtrak and commuter roads. Roster photos and action scenes across U.S. and Canada. Detailed catalog, three samples, $3.00. East West Rail Scenes, PO Box 418, Torrance, CA 90508. 498

READY TO FRAME! Two narrow gauge color print composites, early fifties to present, $15.00. Nelson Coryell, 201 Manzano N.E., #4 (A), Albuquerque, NM 87108. 798

QUALITY BLACK AND WHITE PHOTOS. 1940s to 1970s, steam to diesel. PRR, RDG, ATSF, CNJ, B&O, EBT, T&P, RI, MKT, and many more! Also vintage footage to modern day railroading videos - all our own productions! Send $3.00 for catalog to: Ed Birch Photos, 1313 West Britton Rd., Oklahoma City, OK 73114. 1198

RAILROAD POSTCARDS

RAILROAD PICTURE POSTCARDS, CSX, NS, UP, Railroads of New England, 1940's street cars, a 1935 Highway Patrol Car, 2 unique rescue vehicles and more. 72 new postcards. $16.00. Mary Jayne's, 1905 Dressler Drive, Covington, VA 24426. 698

RAILROAD SONGS AND MUSIC

NEW! *DADDY WHAT'S A TRAIN?* Songs of train wrecks, rides and hobo's, Volume II. More authentic railroad songs from the Blue Ridge Mountains. Cassettes $9.98, CDS $14.98 plus $2.00 shipping. Free catalog of railroad songs and sounds. Ivy Creek Recordings, PO Box 220822, Dept. R, Charlotte, NC 28222. 800-338-9918. htt://ivycreek.com 498

RAILROAD SOUNDS

QUALITY STEAM and diesel sounds, audio cassettes and CD's. Send LSASE for current list to: L&H Railsonics, Box 2435, Cupertino, CA 95015-2435. 498

STEAM LOCOMOTIVE - musical metal sculpture in coppertone. Plays *Chattanooga Choo-Choo*. Over 12 inches long and 8 inches high. Yours for only $25.00, including shipping and handling. L. Tobias, 123 Hill Rd., Douglassville, PA 19518. 798

RAILROAD TOURS

MEXICO'S COPPER CANYON spectacular 8-day rail trips. S & S Tours/800-499-5685; ss@ss-tours.com http://www.ss-tours.com 498

SUMMER 1998: Bus/rail tour of Western Canada's 3 mainline Railways through the Rockies, plus historic rail sites/museums. Ride 10 plus live steam railways, 3 plus vintage street cars, view; 20 plus static steam engines, resotred passenger freight cars. Economy 1 week tours from $500 meals accomodation included. 1-2 week tours 1st class options and hotes available. For full details write withSASE to: Gord's Railtours, #205-14727-108 Ave. Surrey, B.C. Canada, V3R 1V9, http:www3.bc.sympatico.ca/GMTCHALL. Canada's web sites. 698

BUSINESS OPPORTUNITIES

BUSINESS OPPORTUNITY: We offer a quick course in starting or improving your railfan mail-order business. We can shelter you from costly errors. Send SASE for delails to: SLE, 20105 McShepherd Rd., Georgetown, TX 78626. 798

RAILROAD VIDEOS

614-AUTUMN SPECTACULAR Two hour VHS. Highest quality Trackside Video and soundtrack. Seven ex-ERIE mainline. Turntable, high speeds, meets, runbys, starts. Introductory price ONLY $16.14. MenkelSounds, Box 195S, Rutherford, NJ 07070-1951. 598

HAUL'N OVER RAILS - Train watching at its best, featuring NS, CR, CSX, 2 hours. *Steam'n Over Rails* - Enjoy the sights and sounds of steam powered trains in this sensational video, featuring a variety of locos. One Hour, $16.95 each ppd. M.A.D. Chasers, PO Box 80332, Fort Wayne, IN 46898-0332. 498

CP5 CONRAIL RIVER LINE - Two hour digitally-mastered VHS video. Parallel running Conrail and NYSW double-stack trains. CSX, NS, CP, UP, CNW, SP, LMS and Santa-Fe power. Switching, North Bergen yard. Strates Shows carnival. RB&B&B circus and Conrail OCS trains. Additionally #614 June 1997, NJT, MN, BR&W and LV diesels. Enjoyable! $14.95. MenkelSounds, Box 195S, Rutherford, NJ 07070-1951. 698

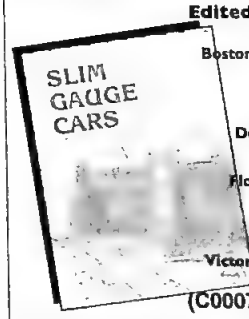
FREE LIST of over 60 2-hour videos. $15.00 each 3/$40.00. Keith Lehman & Associates, 1033 East Greenville Pike, Winchester, IN 47394-9405. 798

ORE TO COPPER from the classic historic film of eastern Nevada's Kennecott mining industry in early 1930's. Narrated version, 30 min. $14.95. *GHOST TRAIN*, Nevada Northern Railway's original tourist train. Skyfire, 73 min. $29.95. Add $2.00 shipping, include sales tax on Nevada orders. MC/VISA, check. The Rail Place, Box 150605, East Ely, NV 89315, 702-289-8718. 798

TWO ENJOYABLE HOURS - ONE UNFORGETTABLE VIDEO! *614 1997 TRIPS*: Erie mainline, Croxton...Port Jervis. *MIXED CONSIST*: Milwaukee Road #261, Poconos; Steamtown doubleheaders; Lehigh Valley, Reading, Erie, Metro-North, NYSW, NJT, *E&F*, units; *CRBallast Express*; CR-OCS; Strates Shows carnival TOFC train; freights worth watching; N&W 475; Amtrak. Digitally mastered two hours VHS, only $16.14, priority. MenkelSounds, Box 195S, Rutherford, NJ 07070-1951. 798

SLIM GAUGE CARS

Edited by Hal Carstens



Bellevue & Cascade
Boston Revere Beach & Lynn
Cairo & Kanawha
Carson & Colorado
Central Pacific
Cumbres & Toltec
Denver & Intermountain
Durango & Silverton
East Broad Top
Florence & Cripple Creek
Rio Grande Southern
Oregonian
Sandy River
Southern Pacific
Victor Gold Mining Company
White Pass & Yukon

(C00072).....19.95 + S&H

VISA/MC/AMEX/OPTIMA accepted. Or please send check or money order. S&H in US $2. per book. Outside US $2. per book plus 20% for insured shipping. NJ residents add sales tax Canadians add 7% G.S.T.

TO ORDER CALL 1-800-474-6995

Carstens
PUBLICATIONS, INC.
P.O. Box 700, Newton, N.J. 07860

PATCH COLLECTORS
LIMITED EDITION COLLECTORS SERIES OF CLOTH PATCHES NOW IN PRODUCTION
Delivery Beginning in December
FROM THE WORLD'S LARGEST PRODUCER OF RAILROAD PINS, PATCHES & VIDEOS
SEND LSASE FOR LIST
DEALER INQUIRIES WELCOME
BERKSHIRE RAIL PRODUCTS
PO BOX 1851
EAST LANSING, MI 48826
TEL: (517) 485-2633
FAX: (517) 485-7467

NEW YORK CROSS HARBOR RAILROAD

See the last railroad carfloat in operation in the City of New York. Vintage EMD and ALCO diesels in every day operation. New York Cross Harbor Railroad carries 8,000 cars a year across New York Harbor on carfloats carrying 1000 tons. Cross Harbor engines travel through the streets of Brooklyn to interchanges with Long Island Railroad and South Brooklyn Railway. 40 minutes....$29.95
NY STATE RES. ADD 8.25% STATE TAX.
ADD $3.00 PER ORDER SHIPPING
HI-IRON RAILROAD VIDEOS
PO BOX 155, MASPETH, NY 11378

THE DEPOT ATTIC AT STRASBURG
209 GAP ROAD, ROUTE 741
STRASBURG, PA 17579

"THE CAR AND LOCOMOTIVE CYCLOPEDIA" 5th Edition-1984, 764 pgs., well illustrated, like new .$50
MStP&SStM (SOO LINE) Brakeman cap, badge is sivler finished w/Soo Line logo over "BRAKEMAN", cap is size 6-3/4, braid around front, VG $400
FEC "Carolina" grapefruit/cereal bowl, 5-7/8, Sterling, b/m "FLORIDA EAST COAST RAILWAY", one minor glaze imperfection otherwise VG $130
"STEAM LOCOMOTIVE DIAGRAMS OF THE CHESAPEAKE AND OHIO RAILROAD" by Staufer, 10-1/8 X 4-1/8, s/b, 112 pgs., sketch book for 1930-1960 era, VG$45
PRR "50 TON STEEL BOX CAR X29" 1929 blueprint, side and end elevations plus roof view, VG $10
JACKSON AND SHARP builder's photo cabinet card of Louisville Southern open-vestibule coach #17 "City of Shelbyville", 7 X 4-3/8, VG $20
D&RG + RGW "Utah A PEEP INTO A MOUNTAIN WALLED TREASURY OF THE GODS" 1902 promotional booklet, very descriptive, nicely illustrated, VG .$45
ICS #4618 "STEAM TURBINES AND CONDENSERS" hand book, h/b, 5 X 7-5/8, 194 pgs., VG $30
M&U public TT #33, 11/1/37, one-sided single sheet, minor wear and tear, overall Gd. $35
C&EI glass ashtray, black logo on bottom, Gd $15
SHIPPING IS ADDITIONAL. SEND $2 FOR CATALOG.
WE CARRY 100'S OF NEW BOOK TITLES IN STOCK
PHONE (717) 687-9300

TRANSIT CURRENTS

Baltimore: Light Rail

AT 8:00 A.M. ON SATURDAY, December 6, 1997, the first revenue service light rail train operated between Baltimore's Penn Station and Baltimore/Washington International Airport. Extensions of Baltimore's Central Light Rail Line to Penn Station and the airport follow an earlier extension of rail service north to Hunt Valley. The airport terminal is at BWI's new Schaeffer International Terminal.

Light rail trains operate between Penn Station and BWI and from Cromwell station in Glen Burnie at the south and through downtown Baltimore to Hunt Valley in the north. Passengers from Hunt Valley must change trains to get to the airport and vice versa. People from Hunt Valley going to Penn Station also have to change trains, as do those coming from Glen Burnie.

Correspondent Marion J. Zych visited the airport light rail extension on opening day to take pictures and gather information. The opening ceremonies included speeches expressing satisfaction at the new terminal building and the light rail service. Extremely satisfied was William Donald Schaeffer, former governor of Maryland and former mayor of Baltimore. Schaeffer is largely responsible for the original construction of the light rail line as well as the expansion of the International Terminal at BWI. Baltimore now joins some of the most important airports in the world with direct rail service. Now only Dulles in the Washington/Baltimore area is without a direct rail connection.

Many thanks to Marion J. Zych, Henry Goode and Sydney W. Earle, Jr., for the information. Mr. Goode was kind enough to send the latest Baltimore Light Rail timetable. Headways between Hunt Valley and Glen Burnie appear to be approximately every 17 minutes. Trains between Penn Station and BWI operate about every 30 to 35 minutes. The reason for the strange headways is the fact that much single track still remains in the system and quarter-hour or other more even headways are not possible.

Portland: Preparing for an opening

Things are beginning to fall in place in Oregon for the 1998 opening of the westward extension of Portland's Metropolitan Area Express, or MAX. On August 31, 1997, the current line extended westward to stations at Civic Stadium and Southwest Salmon Street, adding about a half mile to the rail system.

Work on the westward extension is about three-quarters complete and should be ready to open in about a year. The work that remains is largely finishing-up tasks.

To give some idea of the impact that light rail is having in Portland, 6000 housing units are under construction on the new westward line to Hillsboro. Over $500 million in new development is expected to have been built along the line by the time it opens.

MAX's ridership is very positive. At the end of summer 1997 it averaged 29,400 a day out of a total average of 226,700 riders a day on the Tri-Met system as a whole. So popular is the light rail line that many realtors report they cannot keep up with the demand for housing in the vicinity of the trolleys.

Starting on August 31, 1997, the new low-floor cars, the first to be installed in the United States, were added to the trains on the existing MAX line between downtown Portland and Gresham. The new air-conditioned cars offer cushioned seats for 72 riders and have a maximum capacity of 166 patrons. Four wheelchairs may be handled in each of the cars as well as six bicycles. The 46 low-floor cars that will eventually be delivered by Siemens Transportation Systems of Sacramento, California, can attain a maximum speed of 55 miles an hour. Thanks to Douglas I. Duncan for the news.

Bombardier wins major contracts

In mid-1997 two major transit-related contracts went to Bombardier. The bigger one was signed July 11, 1997, to supply 680 rapid transit cars to New York City Transit. The $907 million agreement calls for the design, manufacture and delivery of what will be called the R-142 rapid transit cars. Bombardier's Plattsburg, New York, plant will be the production site. Construction will begin in fall 1997. Early 1999 should see the beginning of delivery. There is an option in the contract for 200 additional cars that will have to be exercised by June 2000. With the option the value of the contract would total $1.14 billion.

In another major move in electric traction, Bombardier won a contract from the Board of Public Works in the state of Maryland for the Maryland Mass Transit Administration, calling for the manufacture and delivery of six high-speed electric locomotives for the Maryland Rail Commuter service. The $37.6 million contract involves a consortium formed by Bombardier Transit Corporation and GEC Alsthom Transportation, Inc. Construction and assembly of the locomotives will take place at Bombardier's plants in Plattsburg, New York, and La Pocatiere, Quebec. This work is an add-on to an Amtrak order, and will be done at the same time as manufacture and assembly of similar equipment ordered by Amtrak in May 1996 for its rail service in the Northeast Corridor.

For more information call Kim Fischer, Manager Communications, Bombardier Transit Corp., 450 Lexington Avenue, New York, NY 10017; 212/682-5860.

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

by GEORGE M. SMERK

to Penn Station and BWI

Improving Metrorail service

There have been complaints about crowding on the Washington Metrorail system. In response changes to improve service are in the works.

Four more four-car trains will be added to the Orange Line between New Carrollton and Vienna. This will cut the waiting time from 12 to 6 minutes between trains. An extra rush-hour train will also be added in the morning, starting at Vienna instead of West Falls Church, to improve service from the Vienna station.

Some schedule adjustments are also being made on the Red Line to provide a window of opportunity for Green Line trains that now make a part of their trip on Red Line tracks at rush hour.

Red Line crowding in the evenings on the way to Shady Grove will be mitigated; four trains operating between 7 and 7:30 p.m. will be lengthened from four to six cars. Red Line trains will run every 12 minutes starting at 8 instead of 8:30 p.m. Because of increased tourist traffic, Red, Orange, Blue, and Yellow Line trains will have cars added.

By the way, since the short cut was introduced for Green Line trains from Greenbelt at Fort Totten, about 1,400 additional passenger trips a day have been added. Many thanks to Marion J. Zych, Tom Ruffin, and Sidney W. Earle, Jr., for the news.

Hoosier Traction Meet 1997

The 14th Annual Hoosier Traction Meet took place in Indianapolis from September 5-7, 1997. Traction lines covered were the Gary Railways, handled by George Krambles, which included some rare film footage by Bill Warrick. Andy Sunderland finished up on Gary Railways with coverage of the carrier's last years. Roy Benedict presented an excellent resume of the Hammond, Whiting, & East Chicago Railway Company. This was followed by Bill Warrick's presentation of 1927-vintage South Shore Line films. On the last day of the meet, a field trip observed what remains of the Indianapolis & Cincinnati Traction Company's line from Indianapolis to Rushville and Connersville.

The Hoosier Traction Meet always starts off with a swap meet and sales tables on Friday and Saturday afternoons. On the first evening James Calvert presented a recap of the Big Four bridge over the Ohio River from its construction to the present day. George Yater then talked about interurban lines in southern Indiana near Louisville, including the New Albany City Lines, the New Albany & Louisville Railway and the Louisville & Southern Indiana Traction Company.

As usual, genial host Dr. Howard Blackburn attended to the official greetings. The 15th Annual Hoosier Traction Meet will occur on the weekend after Labor Day in 1998. Its topic will be the Lake Shore Electric. For more information, please write to Larry Zimmerman, 45 Oak Tree Drive, Brownsburg, IN 46112-8362.

Passengers Per Meter

Leroy W. Demery has worked out an interesting comparison of peak-period vehicle occupancy using passengers per vehicle and passengers per meter of vehicle length. The method allows comparisons of rapid transit with High Occupancy Vehicle (HOV) and busway services. For example, in 1994 the

KODACHROME: WILLIAM F. MONAGHAN

SEPTA RAN A HOLIDAY TROLLEY through the Center City Philadelphia shopping district on the "Welcome Line" from November 28th through December 27, 1997. Kawasaki car 9095 was photographed at the press conference announcing the service on November 25, 1997. PCC 2799 was also used in holiday service.

TRANSIT GLORIA MUNDI

Captures the Spirit of the Trolley.

We know what it takes to make exciting videos--skill, experience, and enthusiasm for the trolley car's rich heritage.
Thousands of railfans agree...nobody captures the Spirit of the Trolley better than **Transit Gloria Mundi**. Call today for our free catalog featuring many exciting traction titles.

Let Transit Gloria Mundi take you back!

TRANSIT GLORIA MUNDI
36 East 27th Street, Dept.B-54
Baltimore, MD 21218
(800) 428-7003

Carl Loucks

...SELLING RAILROAD TIMETABLES
P.O. Box 484, North Haven, CT 06473

PUBLIC TIMETABLE SPECIAL:

The history of your favorite road told in timetables. Three system timetables, one from the 1940's, one from the 1950's and one from the 1960's. Choose from ATSF, ACL, B&M, B&O, CB&Q, C&EI, C&NW, C&O, CV, D&RGW, D&H, DL&W, ERIE, GN, IC, L&N, LV, MILW, MKT, MP, NH, NP, NYC, N&W, PRR, SLSF, SOU, UP, WAB, WP.

Each set, three timetables.....$20
Any six sets of three TT's each, 18 Timetables.....$80

ATSF - System 1992.....$15
BN - Northern Corridor 1993.....$20
CR - Albany Div 1993.....$20
CR - Harrisburg Div 1993.....$20
CNW - System 1992.....$20
CSX - Baltimore 1994.....$20
CSX - C&O Business Unit 1994.....$20
D&RGW - System 1977.....$20
GTW - System 1981.....$15
NS - Tennessee Div 1995.....$15
NS - Georgia Div 1993.....$15
NS - Piedmont Div 1993.....$15
SOO - Line System 1987.....$15
SP - Northern 1986.....$15
UP - System 1991.....$20
Any Five Above Just.....$60

VISA / MC / AX
New Catalogue Issue Monthly
Sent with each order or SASE

north/south line of Atlanta's MARTA carried a maximum peak volume of 5,093 passengers. That's 88 passengers per vehicle or 3.8 passengers per meter of vehicle length.

As might be expected, one of the heavier examples of passengers per meter of vehicle length is in the Toronto Transit Commission's subway, where the Yonge-University-Spadina subway in 1994 was at a level of 8.2 passengers per meter of vehicle length. The same year the Bloor-Danforth subway moved seven passengers per meter of vehicle length. San Francisco's BART Transbay tube moved 4.1 passengers per meter of vehicle length in 1994. The 1997 figure for Pittsburgh's light rail is 4.1, while Sacramento's east side light rail service is 4.7.

The reason for using this method is that the passengers per meter of vehicle length standard for peak-period vehicle occupancy places all systems and modes on an equal footing. Thanks again to Leroy W. Demery for sharing this.

Flashes

The **SAN DIEGO TROLLEY** opened from Old Town to Qualcomm Stadium on November 20, 1997. The reason was to gain as much patronage as possible during the holiday shopping season. However, there is also a land dispute. The city administration contends that the Metropolitan Transportation Development Board must pay for the city-owned land that the trolley crosses in the stadium parking lot. Thanks to Douglas I. Duncan for the news. Mr. Duncan also contributes information that the merger of the transit police and the Los Angeles Police Department will not take place as planned. Forty-three MTA police officers failed the background checks that the Los Angeles Police Department carried out.

Much of the **NEW YORK CITY TRANSIT AUTHORITY's** signal system uses turn-of-the-century technology. Now the Metropolitan Transportation Authority and MTA New York City Transit have announced plans to buy a communications signal system that would have computers rather than people both drive and dispatch the subway trains. The first installation of the new technology would be the L line, which runs under 14th Street in Manhattan and then operates to Canarsie in Brooklyn. Thanks to John C. Spychalski for the news.

Charles Bogart sends word that the government of Canada is extremely unhappy because **BOMBARDIER, INC.,** of Montreal was very abruptly disqualified from competing for a new Mexico City subway line and for a car replacement contract. Canadian Ambassador to Mexico Marc Perron said there were insider deals, family ties and outright corruption. Bombardier is one of the world's largest manufacturers of rail cars.

One of the most interesting trolley museums is the **ONTARIO ELECTRIC RAILWAY HISTORICAL SOCIETY,** which operates the Halton County Radial Railway outside of Toronto (P.O. Box 578, Milton, Ont. L9T 5A2; 519/856-9802). The museum is looking for a front-end loader/backhoe such as a Case 580 or Ford 675 to help grading and general earthmoving at the location. It is also seeking additional crew members to meet operating needs. Folks in the Toronto area who would like to operate a streetcar can learn from the museum and help it provide a service to the public that generates revenue.

In late summer Kansas City Mayor Emanuel Cleaver blasted the **KANSAS CITY** area Transportation Authority on the subject of where rail transit should go in the city. Cleaver called the proposed midtown route "touristy froufrou." He also suggested that the transit authority board members take a hike. Is sounds as if the mayor has developed a formula for no progress. Thanks to John Wegner for the information.

Reader Dale Bell notes that many people take all the auto-associated clutter and chaos in our society — such as a front yard full of lost-cause cars on blocks — in stride. But the Not In My Back Yard reaction is a foregone conclusion when anyone proposes, as he puts it, a nice civil rail transit operation.

RAILROAD MUSEUMS, TOURIST LINES, and DINNER TRAINS

Railroad Museums, Tourist Lines & Dinner Trains help keep the history and spirit of railroading alive through entertainment, education, and involvement. We invite you to visit, enjoy and support these great museums and attractions.

GOURMET DINING EXCURSIONS YEAR-ROUND

BRUNCH
LUNCH
DINNER

707-253-2111

Napa Valley Wine Train

1275 McKinstry Street, Napa, CA 94558

ILLINOIS RAILWAY MUSEUM

HOME OF THE NEBRASKA ZEPHYR

Steam, Diesel Trains, Electric Cars

Send $3.50 for 32 page Guide Book or #10 SASE for Color Brochure with schedule & discount coupon.

Located in Union, IL (McHenry Co.) near Marengo exit I-90 • 35 miles from O'Hare. Info: Schedules (taped): (815)923-4000 Lodging: (847)695-7540

http://www.irm.org/

http://www.mcs.net/~devanno/irm.html

Illinois* Don't Miss It!SM

ILLINOIS RAILWAY MUSEUM
PO Box 427
Union, IL 60180

You're the Engineer!

One day class in our Chinese steam locomotive. No experience needed. Hands on instruction from our crews. You will operate over 14 miles of track. Limited!

1-800-626-0319.

Iowa RR Historical Society
Boone, Iowa

For information on advertising in *Railfan & Railroad* call John Earley or Pete Uptegrove...
Phone: (973) 383-3355 • Fax: (973) 383-4064
e-mail: ads@railfan.com

FORT WAYNE RAILROAD HISTORICAL SOCIETY, INC. 765

We Want You To Join Us!

Membership is only $30 per year!

Help support America's first All-Volunteer Main Line Steam Operator and our "Magnificent Machine," Nickel Plate "Berkshire" No. 765!

Get a FREE COPY of the 765's "Official History" when you join! The book is a $9.95 Value!

Send your name, address, phone & payment to: FWRH, P.O. Box 11017R, Ft. Wayne, IN 46855. Credit card users can call 219-493-0765.

VISA MasterCard

Join On-Line at our Web Site!
http://www.steamloco765.org/

RAILFAN & RAILROAD

READER SURVEY

NOTE: To preserve your copy of RAILFAN & RAILROAD, simply photocopy this page and either fax it to us at 973/383-4064 or mail it to: Reader Survey, c/o RAILFAN & RAILROAD, P.O. Box 700, Newton, New Jersey 07860.

1. Sex
   ____Male ____Female

2. Age
   ____Under 20 ____41-50
   ____20-30 ____51-65
   ____31-40 ____Over 65

3. Education
   ____High School ____Masters
   ____College ____Doctoral

4. Occupation
   ____Sales ____Consulting
   ____Entrepreneurial ____Arts/Photography
   ____Trade ____Computer/Info Services
   ____Prof/Managerial ____Prof/Technical
   ____Other

5. Annual Household Income
   ____Under $20,000 ____$60,000-$80,000
   ____$20,000-$40,000 ____Over $80,000
   ____$40,000-$60,000

6. Do you deal with railroads in a business or financial area of your job?
   ____Yes ____No

7. Are you employed by a railroad?
   ____Yes ____No

8. Do you commute by rail?
   ____Yes ____No

9. How long have you been a reader of RAILFAN & RAILROAD?
   ____More than 20 years ____11-20 years
   ____2-10 years ____Less than 2 years

10. How do you receive RAILFAN & RAILROAD?
    ____Newsstand ____Hobby Shop
    ____Subscription ____From friend/relative

11. How many other friends/relatives view your copy of RAILFAN & RAILROAD?
    ____1 ____4
    ____2 ____5
    ____3 ____6 or more

12. When did you last ride a tourist train?
    ____In the past year ____In the past five years
    ____More than five years ago

13. About how long do you keep your copy of R&R?
    ____Less than a year ____More than a year

14. When did you last visit a railroad museum?
    ____In the past year ____In the past five years
    ____More than five years ago

15. When did you last ride a main line steam or diesel fantrip?
    ____In the past year ____In the past five years
    ____More than five years ago

16. When did you last travel overseas to railfan?
    ____In the past year ____In the past five years
    ____More than five years

17. Do you photograph railroads?
    ____Yes ____No

18. What type of photographic equipment do you use?
    ____35mm ____Large Format
    ____Medium Format ____8mm/16mm movie
    ____Video Camera ____Digital camera

19. What type of format do you use?
    ____35mm slides ____35mm color prints
    ____35 mm b&w ____Color movies
    ____Videotape ____Digital
    ____Large/medium format color
    ____Large/medium format b&w

20. What type(s) of railfan products do you purchase?
    ____Videotapes ____Audio Recordings
    ____Books ____Slide Sets
    ____Railroadiana ____Calendars
    ____Scanner ____Computer Software

21. What railfan organizations do you belong to?
    ____NRHS ____R&LHS
    ____RRE ____Any traction group
    ____Any historical & technical society
    ____Any museum / tourist railroad

22. Do you purchase items advertised in R&R?
    ____Yes ____No

23. How many times per week do you access the Internet via computer?
    ____1-3 ____11 or more
    ____4-6 ____None
    ____7-10 ____No computer

24. Do you buy products over the Internet?
    ____Yes ____No

25. What other rail publications do you read regularly?
    ____*Trains* ____*Rail Classics*
    ____*Rail News* ____*The Short Line*
    ____*CTC Board* ____*Extra 2200 South*

26. Please rate the following R&R columns (circle the appropriate number):
(5=really enjoy; 4=like a lot; 3=okay; 2=don't care for; 1=dislike)

CAMERA BAG	5	4	3	2	1
FANMAIL	5	4	3	2	1
MARKERS	5	4	3	2	1
ON THE MENU	5	4	3	2	1
PHOTO LINE	5	4	3	2	1
RAILFANNING IS	5	4	3	2	1
RAILFUN cartoon	5	4	3	2	1
RAILNEWS	5	4	3	2	1
RAILROADIANA	5	4	3	2	1
TRANSIT CURRENTS	5	4	3	2	1
VIDEO reviews	5	4	3	2	1

27. What balance would you like to see in R&R (circle appropriate letter)?
(M=More coverage; S=Same coverage; L=Less coverage)

Vintage railroading	M	S	L
Tourist railroads	M	S	L
Industry news	M	S	L
Contemporary passenger	M	S	L
Class Ones	M	S	L
Short lines	M	S	L
Regionals	M	S	L
Foreign railroads	M	S	L
Contemporary steam	M	S	L

Please feel free to use an extra piece of paper to tell us your comments. The staff of RAILFAN & RAILROAD thanks you for taking the time to complete this survey and thanks you for reading our magazine.

CATENARY VIDEO PRODUCTIONS

Southern Pacific's
SHASTA ROUTE
c.1950

"AN HISTORICAL MASTERPIECE!"
"Absolutely Fabulous!"
"An Incredible Record!"
"Brings the past to life!"
A Classic Retrospective
"Captures The Essence Of The Era"

Volume One: Mostly California
Volume Two: Mostly Oregon
Each Tape is 70 Minutes
Only $35 ea, $70 for both

Catenary Video Productions
Toll Free: 800-343-5540 FAX: 201-652-1973
Mail: 22-D Hollywood Ave. Ho-Ho-Kus, NJ 07423
Please enclose $4 S&H first tape; $ 1ea. add'l
Calif. Residents add 8.25 % Tax
VISA & Mastercard Accepted

Interested in Railroad History? These Books are for You!

"Upstate Odyssey, The Lehigh Valley Railroad in Western New York" by M. H. Dann
A new 144 page soft cover book which focuses on the Lehigh from Geneva to Buffalo and Niagara Falls including branches, but also includes early history of the Lehigh and the people who built it. $29.95 plus $2.00 shipping.

"Boston's Depots & Terminals" by Richard C. Barrett
A 240 page, hard cover book with almost 300 illustrations covering 160 years. $54.95 plus $3.00 shipping.

"Baltimore & Ohio Railroad, Stations and Towers Along the Niagara Division" by W. Fries
A 95 page soft cover book $20.00 plus $2.00 shipping.

New York residents must include applicable sales tax w/order
For credit card orders only, call 1 (800)205-8254
For comments, questions, information, etc., call 1 (716)227-6903
Send a SASE for our catalog of books for RR collectors and historians.

RRP Railroad Research Publications
3400 Ridge Road West, Suite 5-266
Rochester, New York 14626-3495

WHAT DO YOU GET...

...in the world's largest and best-known rail preservation society?

- Bimonthly historical magazine
- Annual NRHS Convention
- Over 160 Chapters in the USA, Canada and Great Britain
- The satisfaction of keeping our railroad heritage alive

SEND $18 for membership ($9.00) in June, July & August; outside USA add $4) or ask for more information.

NRHS
P.O. Box 58547-D
Philadelphia, PA 19102

Phone: 215-557-6606 Fax: 215-557-6740

Reader survey

WHAT DO YOU LIKE BEST about RAILFAN & RAILROAD magazine? That's the question we're putting to you, our readers, with our Reader Survey on page 61. Now that we've changed editors here at R&R, we thought it would be a good time to map the future direction of the magazine into the 21st century. We didn't want to make any changes, however, without consulting the folks who have supported R&R, be it only for the last year or since it all began in 1974.

We ask you to take the time to fill out the reader survey (photo copies are encouraged so you don't need to damage your magazine). You can return it to us by fax at 973/383-4064 or mail it to Reader Survey, c/o Railfan & Railroad, P.O. Box 700, Newton, NJ 07860. Thanks for your input — S.B.

Contributors mailing list

Continuing a growing presence on the World Wide Web, RAILFAN & RAILROAD now features an electronic mailing list. Those interested can subscribe to the list by sending an e-mail to ***lists@railfan.com.*** In the body of the message include to words, "SUBSCRIBE CONTRIBUTORS." Our server will take care of the rest. (You can also find out more about this exciting new information clearing house by visiting the RAILFAN & RAILROAD homepage, clicking on "New" and then clicking on "Contributors List." If you have any questions e-mail them to our webmaster, Doug Bailey, and he'll lend you a hand.

Once on the list, you will be alerted, via e-mail, of upcoming articles and needed photos, potential PHOTO LINE themes and all sorts of other interesting stuff — C.K.

Inside the R&R website

For those of you that have visited the R&R website at WWW.RAILFAN.COM and wonder exactly what makes it tick, our webmaster and internet expert Doug Bailey provides the following story of how it all came about:

"A bit over two years ago, Jim Boyd asked a question, and I gave an ill-considered answer that launched me on a learning spree which has been interesting, painful at times, but always fun. It led to an Internet domain named RAILFAN.COM which originally served my little software company as a home page, and eventually became the web home of RAILFAN & RAILROAD Magazine.

"So what was the question? Jim asked, 'There must be a cheap way to put up an internet site, right?' This was in the days before GeoCities and Tripod and free home pages, of course, when Internet Service Providers (ISP's) charged their web customers 'by-the-hit' and your monthly bill got worse the more popular your site became.

"So what did I say that got me into this mess? 'Oh, I imagine that's true. I'll look into it.' Sheesh. Too little sleep, and too much coffee, I guess. At the time, I was completely wrong, but now that's irrelevant.

"What I discovered after much quizzing of net gurus, purchasing of books, and late nights reading incomprehensible Unix documentation was this: with a modem, a telephone line and a small computer running a Unix variant, you can create an Internet presence! Yup, and with some aluminum, some rivets and a few tools, you can build a Boeing 737. Unfortunately, that comparison didn't occur to me until much, much later.

"Thus, was the original RAILFAN.COM born . . . a little 486 box, running FreeBSD (a Unix-like operating system . . . note the Free part!), a 33.6 modem and a dedicated phone line into the ISP who bridged us onto the Internet.

"RAILFAN.COM wobbled along thusly for a bit more than a year, serving Sunshine Software's home pages, and little else. When R&R decided that we should host a website for them, things changed suddenly.

"Our Internet connection suddenly looked fearfully inadequate, and was abruptly upgraded to a hardware-compressed, dedicated ISDN connection capable of surge bandwidths of 512K bits per second. As the webhosting business grew, this sturdy little workhorse began to have brief periods where it was loaded near 100% and a T1 (1.544 Megabits per second — no relation to the Pennsy or Reading steam locomotives of the same designation) was ordered. You don't even want to think about what that cost. Trust me.

"At the same time, the little 486 that started it all was shoved into a corner of the network, to become a host machine for mail list servers and autoresponders, and RAILFAN.COM became a pair of 166 Mhz Pentium II machines, mirroring each other. Either machine can fail and WWW.RAILFAN.COM will still be there, current and accessible.

"The rat's nest of electrical cords and power strips beneath my desk gave way to a pair of Uninterruptible Power Supplies. The first pair were just big enough to keep things organized long enough to do an orderly shutdown if the power failed. The pair that replaced them (affectionately known as *Genghis* and *Attila*) can carry our entire network for about an hour. Longer than that . . . well, we're out of luck and juice. Though we do have wistful plans to add a 22kw generator that can be started by the computers when the UPS batteries run low . . . it'd only cost . . . um . . . way too much. But we'll probably do it anyway.

"Our strange Ethernet, a long run of coaxial cable from machine to machine grew up, too. We replaced it with an Ethernet hub and proper cabling. And of course more machines have been added to the network for various purposes.

"It wasn't cheap, and it wasn't exactly easy, but it has been an absolute joy to work with the Carstens staff in building this site: Henry, Jim, Steve and Chris have made this an adventure.

"The site will continue to expand and to improve. We've got a lot of fun things planned, and we hope you'll visit WWW.RAILFAN.COM often" — DOUG BAILEY.

Black Hole Update

While the light at the end of the tunnel, or end of the black hole in this case, is still quite distant, we at Carstens are now halfway through returning all of the outstanding back material in our files. Many of you who have received material thought lost, have written to say thanks and alert us to other material that we still have. I would like to thank you all for the positive feedback about the return program and would also like to encourage those of you who have been apprehensive about submitting material to RAILFAN & RAILROAD for fear of never seeing it again to fear not and send us some photos — either news, feature material or photo essays since we will now be featuring the resurrected PHOTOLINE feature now and then.

It has been very encouraging and rewarding to Steve, myself and the support staff at R&R to read your positive comments and see a lot of contributors that have not contributed in quite a while send us a package with their material enclosed. We'll continue to return older material (we're back through 1992 at this point), maintain processing current submissions in a timely manner and greatly look forward to seeing more and more contributions — C.K.

Along the Kansas City Southern

I don't know about you, but my railfanning travels seem to usually take me in an east/west pattern — chasing Conrail westward across Pennsylvania on the way to Ohio, chasing Union Pacific across Wyoming on the way to Utah and so forth. It seems that the only time I hit the north/south railroads is when I cross them on my way west.

The Kansas City Southern is one of those roads I've probably crossed a dozen times, but only once did I really spend any time along it. In April 1993 I was on a killer week-long trip from New Jersey to hit as many midwest locations as I could. I wound up as far north as the Iowa Traction operation in Mason City and as far west as Lincoln, Nebraska. The problem with my killer trips is that I try to pack more than is humanly possible into them. The ensuing results can be spectacular, where everything goes right and I come back with all kinds of neat stuff. On the other side of the coin, I allow so little time in any one spot that if the train frequency or weather don't cooperate I can come back with almost nothing.

This trip started dangerously like a disaster trip, although I had good luck at my first stop on the Illinois Central in Centralia, Illinois. The IC, being a north/south road, didn't head in the direction I was going, so I only caught a couple of trains and moved on. I hit Galesburg with good results, but an entire morning spent along the Santa Fe at Edelstein Hill yeilded only one well-lit eastbound, and an afternoon spent along the Burlington Northern and Soo along the Mississippi River yielded few trains and bad weather.

The weather had improved to crystal clear, however, when I made my way north to Mason City, Iowa, to shoot the Iowa Traction electric operation. Finally, things were looking up. Of course, the Iowa Traction didn't run on the day I was there (the train that brings their cars to them was blocked by a washout). Unfortunately, it took until noon to determine the connection wasn't coming, so I was two hours away from just about any rail activity with blue skies taunting me. I quickly regrouped and drove south for two hours to the Chicago & North Western's extremely busy main line at Ames, Iowa. I was determined to get some trains, and I had four solid hours of good light left.

Well, needless to say in my four hours of looking for a westbound to chase, all I saw was one marginally lit eastbound and one westbound local with an EMD road switcher running long-hood forward. I chased the local for about 30 miles, then the crew broke for dinner. They radioed the dispatecher to see if they could park their train on the westbound main while they ate, and the dispatcher's affirmative reply meant that there were no more trains coming. My sunny day in Iowa yielded only two moving trains!

The weather went into the dumpster for the next two days as I braved monsoon conditions in Omaha and Lincoln, Nebraska, and a day of fanning with friend Jim Asplund in Kansas City. The weather was only marginally better when tagged the Baldwin working in Muskogee, Oklahoma, but as I made my way into Arkansas, the weather — and the trip — got better again.

I spent the morning of April 9, 1993,

continued on page 65

KODACHROME: STEVE BARRY

OAKWAY LEASING SD60 9069 is in the siding at Noel, Missouri, with a northbound KCS coal train from the Flint Creek Power Plant as the headlights of a southbound streak past on April 9, 1993.

BNSF 1997
MOTIVE POWER REVIEW
By: Robert C. Del Grosso

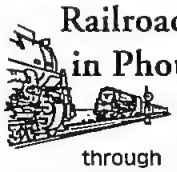
Comprehensive review of the BNSF owned and leased motive power fleet • New deliveries • 100% line-by-line roster of owned and leased fleets as of 12/31/97 (over 4,900 units!) • Repainting Program • Renumbering Plan. • Paint Schemes • Retirements • Photo record of entire fleet • Handy for home or auto • Essential for historians and modelers • Hardbound • 220 b&w halftones • 33 color • 192 pages • 6"x9" format • $34.95

Ready: April 10,1998
Pre-Pub Offer: $31.50 (P&H incl.)

Expires April 25, 1998
- Also Available -
MRL 10th Anniversary Railfan Guide ($24.95); Stampede/Stevens Passes Railfan Guide ($24.95); BNSF Railway 1996 Annual ($48.95); Marias Pass Guide ($24.95); SP&S Cabooses ($28.95) Others-
See our website for details and price specials:
http://www.bonners-ferry.com/gnp-pubs

Great Northern Pacific Publications
Route 4, Box 627A
Bonners Ferry, ID 83805
(208) 267-3054

Railroad History in Photographs



New book! A panorama of railroad history, through 92 carefully selected, fascinating photos from the 75-year archival collection of the Railway & Locomotive Historical Society -- locomotives, cars, trains, depots -- from The Lion to diesels. Detailed authoritative captions. 80 pages softcover, 8½x11. Most photos full page or half page, many never before published. $19.95 plus $2 postage (Calif: $1.55 tax).

R & L H S
P. O. Box 19355G, San Francisco CA 94119

DO NOT MISS THIS TRAIN!

Inaugural Run on the
Greenbrier, Cheat, and Elk RR
(West Virginia Central)
May 15-17, 1998
Cass Railfan Weekend

Shays to Spruce, the Wye near Bald Knob, Beaver Creek and the "Big Cut", highest standard gauge main line east of the Rockies. Multiple engines featuring WM Shay #6. Night photo, programs, live steam display, and more. For information and ticket order form contact:

Railfan Weekend,
Box 107, Cass, WV 24927
or call toll-free 1-800-CALL WVA.

Sponsored by the Mountain State Railroad and Logging Historical Association Cass Scenic Railroad State Park, and West Virginia State Rail Authority.

KODACHROME FRANK NOLAK

FUJI SENSIA MICHAEL D FOGELSINGER

CSX MoW GP40 9725 posed for a portrait at Fostoria, Ohio, on December 17, 1997. The bright orange unit had just brought in a load of ballast for the interchange track under construction between CSX and NS in the Fostoria area. The connection will begin handling autorack traffic in early 1998.

CENTRAL MICHIGAN RAILWAY's latest addition to their roster is GP40-2 9712 (former Canadian National 9654). The unit (**left**), equipped with a safety cab, was photographed at Consumers Energy power plant in Essexville, Mich., on December 27, 1997. VMV Enterprises in Paducah, Kentucky did the overhaul.

AMTRAK DASH 9-P32ACDM 702 has recently undergone modificaton. The addition of a pantograph will enable the dual mode unit (**below**) to operate via electricity from overhead catenary wire on the Northeast Corridor. The one-of-a-kind locomotive was seen at Sunnyside Yard in Queens, New York, on April 1, 1997. SEE MARKERS.

KODACHROME JOSEPH CALISI

continued from page 63

the Arkansas & Missouri's Alcos from Springdale to Fort Smith, a beautiful chase under sunny skies, catching the train more than a half-dozen times. For the afternoon, I headed down to Siloam Springs on the Kansas City Southern to see what this railroad offered. I was armed with an article from *Pacific Rail News* on KCS's Second Subdivision (Watts, Oklahoma, to Neosho, Missouri) written by Barton Jennings, the author of our KCS feature this month, and his wife Sarah.

It didn't take long for a southbound to show up at Siloam Springs, well lit with a pair of white units on the point. Siloam Springs, however, isn't far from Watts and I only caught the train one more time before I ran out of the territory covered by Bart's article.

Once again, I couldn't get the sun and trains to show up together, and I sat in Siloam Springs with nothing happening until I heard on the scanner a train leaving the Flint Creek Power Plant north of town. I quickly drove north as the sun was setting and found Oakway Leasing SD60 9069 leading another Oakway and a KCS grey unit. I fired off a few marginal shots as the train ran north in the gathering gloom, but the highlight was the few stretches of road where the tracks are just outside the car window, and I paced the train at 30 miles an hour, letting the high-horsepower EMD sounds fill the car.

At Noel, Missouri, the train stopped next to the depot to meet a southbound train. I got out my tripod and photographed the headlights of the southbound streaking past the 9069. I left the train there and drove up to Neosho, Missouri, where I fired off a few night photos in the locomotive servicing area. My killer schedule had me chasing the Burlington Northern through the Ozarks the next morning, finishing up on the former Missouri Pacific main at Jefferson City, Missouri, that afternoon and then heading for home. My encounter with the KCS had come to an end.

I guess the moral of this story is I better head for the Midwest again, and soon. Not only the KCS, but the Illinois Central as well, deserve a little more of an in-depth look. Maybe I'll even find time in my schedule to spend an entire day on each! — S.B.

Dual-powered Amtrak unit

For those of you scratching your head over the photo of the Amtrak Dash-9P32ACDM equipped with a pantograph on page 64, well you can stop scratching. Photographer Joe Calisi shot the unit, which does not have a pantograph, at Sunnyside Yard in New York with a pantographed unit behind it. If you check the date the unit was photographed in the caption (not the real date, incidentally) and/or check out this issue's cover date, I'm sure you'll begin to figure out why we ran that picture this month — C.K.

Steam in the summer

As I sit here writing this, I am looking out the window at snow falling over the northern New Jersey mountains. I'm also thinking about what I want to do this summer, especially when it comes to photographing steam. Last summer I managed to tag three different 4-8-4s (C&O 614, SP 4449 and UP 844). This year may be equally good, especially if you live in the Midwest.

It looks like the aforementioned 4-8-4s may be running somewhere this summer, although no plans have been announced at this time. UP is still settling into the SP merger, so don't look for any announcements concerning their steam program very soon. BNSF was pleased with the way the 4449 handled the trips in Washington last year, and there may be repeats of those in 1998 (with a rumor that the *Daylight* may appear in a new paint scheme!). The operators of C&O 614 are still sorting out a little bit of the fallout brought upon them last fall when the Greenbrier had mechanical problems on four of its seven trips to Port Jervis, New York. The locomotive, though, is healthy and ready to roll.

The other 4-8-4 that ran last year, Milwaukee Road 261, is slated to run over BNSF on a few trips this year, including an appearance at Galesburg Railroad Days in Illinois. And speaking of BNSF, the railroad is once again planning a steam-powered employee appreciation special to tour part of the system. The locomotive that almost pulled the specials last year, St. Louis Steam Train Association's Frisco 4-8-2 1522, is undergoing an overhaul at the Museum of Transport near St. Louis (**page 8**) and will probably not see service this year.

Maybe the biggest news involves a pair of 2-8-2s. Soo Line 1003 will probably be very active in the Upper Midwest this summer, and there may be a second Soo Line engine joining in the fun. And in the east, New York, Susquehanna & Western's Chinese Mikado 142, which has been down for its five-year FRA work, is scheduled to pull a trip for the NRHS Syracuse, New York, convention in July.

Add in all the other big railfan weekends on tourist railroads this year — Cass, Grand Canyon, Nevada Northern — plus steam freight charters on the Western Maryland Scenic, Cumbres & Toltec Scenic and more — and the steam fan will find that keeping busy — and broke — will be quite easy in 1998.

We'll be contacting the operators of the main line excursion locomotives during the next few weeks and give you as complete a summer steam schedule as we can in next month's MARKERS. Meanwhile, watch TIMETABLE for the railfan weekend coming to your favorite tourist road. It's gonna be a great summer — see ya trackside!

Steve

TWO KODACHROMES STEVE BARRY

ON THE NIGHT OF APRIL 9, 1993, Kansas City Southern SD40-2 653 and SD40X 701 shared the engine facility at Neosho, Missouri. Also present that night was SD50 710 (**top**). Neosho is the northern end of the KCS Second Subdivision, which extends south through a corner of Arkansas to Watts, Oklahoma.

KODACHROME: MIKE RAIA

WABASH F7 1189 from the Monticello Railway Museum in Monticello, Ill., and NS GP59 4640 (Operation Lifesaver unit) powered two Norfolk Southern 1997 holiday specials for Decatur Terminal employees. The roundtrips ran on December 13th and 14th, from Decatur west to Niantic, Illinois, on the former Wabash. The three-car train was photographed at Decatur on Sunday, December 14, 1997.

KODACHROME: L.R. STILES

BNSF *SANTA CLAUS EXPRESS* with GP38 2177 was at the St. Louis Terminal on ex-Frisco trackage for the holidays. The special came up the River Line on December 12th and went west on the Cuba Sub on December 13th. The brightly illuminated train (**right**) was seen at Eureka, Missouri, on the 13th.

KODACHROME: JEFF TERRY

GATEWAY WESTERN ran a Santa Claus train from Godfrey, Illinois, to Mexico, Missouri, via Roodhouse, Illinois, on Saturday, December 13, 1997. Another trip was run on Sunday the 14th, between Centralia and Blue Springs, Missouri. The Gateway Western is now under the control of Kansas City Southern, and two of KCS' rebuilt FP-9s pulled the short consist. The second trip (**left**) was at Blackburn, Missouri, with Kansas City Southern FP9-3 No.2 *Shreveport* (ex-CN FP-9A 6504) in the lead of F9B-3 No.3 *Pittsburgh* (ex-CN FP-9B 6616) and two GWWR cabooses. Stops were made in several towns along the line, and local children boarded the train to meet Santa and receive gift bags from GWWR employees. See RAILNEWS.

KODACHROME: BETH A. KRUEGER

THE ARCADE & ATTICA RAILROAD ran two daily *Holiday Special Train* excursions on the weekends of December 13th-14th and 20th-21st, 1997. The train started at Arcade, New York, and traveled approximately ten miles north to Curriers, N.Y., taking about two hours for the round trip. (The A&A runs over the original three-foot gauge right-of-way of the Tonawanda Valley & Cuba Railroad opened in 1880; the line was standard-gauged in 1895 and ARA was incorporated in 1917). The passenger cars were sandwiched between two General Electric 44-ton locomotives; engine No.110 was built in 1941 and No.111 in 1947. No.111 (**right**) with train was southbound in the snow at Curriers on December 14th.

Ron's Books

celebrating our 10th anniversary

P.O. BOX 714, HARRISON, NY 10528
(914)967-7541 11AM to 10PM EST; FAX (914)967-7492 24HR

YOUR ONE STOP BOOK AND VIDEO SHOP

Discount Prices & Never a Shipping Charge within the U.S.

Audio Compact Discs

An Hour in the Tower (In Stock) 15.00
Authentic Train Sounds - Steam 22.00
Authentic Train Sounds - Diesel 19.00
Back East (2 CDs) 24.00
Way Out West (2 CDs) 24.00

A Colorful Look at Chicago No. Western (Bernet) 18.00
Alabama Railroads 36.00
American Streamliners Pre-War Years 40.50
Balt.& Ohio RR Stations & Towers-Niagara Div .18.00
B&O Pass. Service V1 (1945-71) Nat. Ltd. .22.50
B&O Pass. Service V2 (1945-71) Cap. Ltd. 24.50
Berkshire & Texas Types 40.00
The Brown Book 3rd Edition 20.00
BNSF 1996 Motive Power Annual 40.50
Burl. Nort. & Santa Fe RR in 1996 (Dorin) .44.00
BNSF & MRL Loco Directory 1997 .....23.50
By the EL - Third Ave and its EL at Mid Century . 35.00
Cabins Crummies & Hacks V5 Northern N. Amer 30.50
Cabooses of the Missouri Pacific Lines ...67.50
CF 7 Locos: from Cleburne to Everywhere .22.50
Chesapeake & Ohio Coal & Color 36.00
Chesapeake & Ohio in the Coal Fields 20.75
Chicago & Northwestern in Color V1 1941-53 ..40.00
Chicago Northwestern Ry Photo Archive ..27.00
Chicago,St.Paul, Minn.&Omaha RR Photo Arch. .27.00
CB&Q in Color Vol 2 .....40.00
Classic Diesels of the South 24.25
Classic Freight Cars Vol 10 - Work Trains .24.25
Cleveland's Transit Vehicles 40.50
Confessions of a Train Watcher-4 Decades 36.00
Delaware & Hudson H/C 63.00 ...S/C 31.50
Diesel Locomotives First 50 Years 25.25
Diesels of the Southern Railway 58.50
Dinner is Served Southern Pacific 36.00
Ghost Railroads in Kansas 18.00
The Heart of the Reading RR: Reading, Pa. 23.50
Houston Electric Street Railways - Texas . 35.00
In Search of Steam Donkeys- H/C 49.50
Iron Rails to Alaskan Copper 22.50
Lake Terminal Railroad 31.50
Last Steam Railroad in America (Link).... 45.00
Light Rail Europe 20.00
Locomotive Facilities/Engine Terminals .....S/C 26.50
Logging Railroads of Alabama 54.00
Logging to the Salt Chuck 41.50
MDC Shay Handbook 17.00
Manhattan Gateway 40.50
Milwaukee Road 1850-1960 Photo Archive 27.00
Milwaukee Road Vol 3 (Morning Sun) 40.00
Milwaukee Steam Power 51.25
Missouri Pacific River & Prairie 53.00
Montour Railroad (Hardcover) 45.00
My Western Pacific 27.00
NEB&W Guide HO Stm Era Frt Cars (Revised)...45.00
NEB&W Guide to Scenery Structures & Details 45.00
NEB&W Update I to Steam-Era Frt Car Guide-Paint . 18.00
Nickel Plate Road Pass. Service Postwar Years ..24.50
1930 Loco Cyclopedia - Reprint..... 65.00

OLDIES BUT GOODIES (Limited Quantities)

Across the Columbia Plain H/C 31.50, S/C .22.50
Amtrak Story (Wilner) 24.50
Cascade Division - BN/Milwaukee Road ...36.00
IC Streamliners 18.00
Missouri Pacific Diesel Power 54.00
Northern Pacific Diesel Era 52.00
Northwest Rail Pictorial S/C 18.00
Northwestern Pacific Railway 35.00
Plastics Cars 36.00
RR Signatures Across the Pacific NW 32.00
To the Columbia Gateway H/C 27.00, S/C .18.00
Union Pacific 1990 (Cockle & Withers) ...46.00

"WHATS NEW?"

America's Rail Pictorial (Porter) 40.50
Black Gold & Black Diamonds PRR Dieselization .40.50
Boston & Albany NYC in New England Vol1 ....45.00
Boston & Albany NYC in New England Vol2 ....45.00
Canadian Pacific Color Guide to Frt & Pass Equip 40.00
Chessie's Road - Revised 34.00
Classic American Streamliners 27.00
Crossroads of Commerce - PRR Calendar Art ...45.00
Domeliners (Zimmerman) 45.00
East of the Hudson 1941-53 w/ Bill McChesney .40.00
Frisco Power (Collias) 63.00
From the Coalfields to Hudson- D&H Canal 22.50
Headly Doyle Stepless Streetcar 20.00
Hidden Treasure- Ohio River & Western ..40.50
The Interborough Fleet 33.25
Lehigh Valley RR East of Mauch Chunk ...45.00
Line of Country-Atlas of Ry & Waterway-Canada .74.00
Locomotive Cyclopedia H/C 54.00 S/C 49.50
Logging by Rail S/C 36.00
Louisiana & Arkansas Railroad 43.50
Louisville & Nashville Diesel Locos 26.00
Milwaukee in its Hometown 17.00
Moffat! RG-SP-UP West of Denver 37.75
MRL 10th Anniversary Railfan Guide 22.50
Nickel Plate Road Diesel Locos (Holland)*Spring* .25.00
N&W's Shenandoah Valley Line 45.00
NY Transit Memories 16.00
Northern Pacific Part 3 Classic Steam Era .54.00
Omaha Road (Chicago, Minn., StPaul & Omaha) 54.00
PA: Alco's Glamour Girl - Color 45.00
Pacific Northwest RRs of McGee & Nixon ...54.00
Penn Central Color Guide to Frt & Pass Equip 40.00
Powder River Coal Trains 27.00
RR Atlas of N.A. - Appalachia & Piedmont 22.00
Railroads of Indiana 45.00
Railroad Stations in Arkansas 27.00
Rolling Dreams- Portrait of Northwest RR Heritage ..35.00
The Subway 27.00
Swiss Railways 27.00
Texas & Pacific Color Pictorial 45.00
Tracks of the New York Subway 26.00
Trackside East of the Hudson (1941-53) ..40.00
Trains We Remember (Passenger - Wayner) .24.50
Tremont Street Subway Boston 15.00
Vancouver Island Railroads 31.50
Western Pacific Locos & Cars (Dorin)*Spring* .22.50

ALL Greenberg Books at Discounted Prices.

New Haven Power (Swanberg) 72.00
New Jersey Transit 27.00
New York Central Later Power 63.00
New York Central Lightweight Pass Cars 26.00
NYC Trackside with Eugene Van Dusen ...40.00
New York Subway R1-R110 .....45.00
NYC and the Trains of the Future 23.75
NYO&W & the Dairy Industry in Central N.Y.. 56.25
Nickel Plate Road 1943-1952 Vol 1 (Corns) ..23.25
The Northwestern 45.00
Official Ry Equip. Register - 1953 Reprint .53.00
Ogden Rails 22.50
Pacific Coast Co. Ships & Narrow Gauge Rails 45.00
Pacific Electric Vol1 .....40.00
Pennsy Power (Back in Print) 45.00
Pennsy Steam Years Vol 2 .....40.00
PRR Color History 18.00
PRR Triumph 1 Altoona to Pitcairn 58.50
Phoenix Bridge (Without Fitting, Filing...) ..18.00
PTC Rails 19.75
Pullman Paint & Lettering Notebook 22.50
Pull. Std. Lib.V7,8,9,10,11,12,13,14,15or16 ea. 36.00
Railroads of the Adirondacks (Kudish) 49.50
Railroad Atlas of North America- CA&NV . 22.00

RON'S VIDEOS - ALL VIDEOS ARE VHS ONLY!

Trains On Location

Amtrak's Northeast Corridor 27.00
Appalachian Conquest..... 27.00
Battling the Tehachapi..... 27.00
BN's Chicago Racetrack 27.00
Cajon Pass..... 27.00
Cascade Crossing 27.00
Chicago Gateway - Conrail..... 27.00
Horseshoe Curve..... 27.00
Stevens Pass..... 27.00
Sandpatch - CSX..... 27.00
Today's EMD Diesels..... 18.00
Wisconsin Central 27.00

RR Atlas NE, CO&UT, AZ&NM, GLW, GLE 21.00
Railroads of the Ohio Valley V1.21.50. V2 . 22.50
Railroad - What it is, What it does 26.00
Railroad Mergers History, Analysis, Insight.....63.00
Railway Prototype Cyclopedia Vol1 .....19.00
RGS Story Vol 6 .....63.00
Route of the Rockets 49.50
Rutland Road H/C 63.00 .....S/C 31.50
Santa Fe Railroad Color History 18.00
Second Ave. EL in Manhattan..... 27.00
Soo Line 1975-1992 Photo Archive 27.00
Southern Pacific Oregon Division 54.00
Southern Ry's Spencer Shops 1896-1996(Galaway) 20.75
Spokane, Portland & Seattle (Dill) 67.50
Steam Locomotives of the NYC 45.00
Subway Cars of the BMT (Greller) 31.50
Tanana Valley Railroad Gold Dust Line (Deely) 45.00
Third Ave. Railway System in Manhattan 25.25
Trademarks of the Santa Fe Railway 27.00
Trainmaster 27.00
Trains Across the Continent (N.A. RR History) ..40.50
Twelve Historical NYC Street & Transit Maps .27.00
Union Pacific Modeler Vol 3 .....19.00
Union Pacific Switchers & Slugs 22.50
Union Pacific RR Painting Guide 1903-30 S/C ..25.00
Union Pacific Type V2 (Kratville) 76.00
Union Pacific Power V1 or V2..... ea 27.00
Union Pacific Modeler V1, 2 or 3..... ea 19.00
U.S. Railroad Traffic Atlas 26.00
Western Maryland Diesel Locos (Stakem) ...23.75
Willamette Locomotive 36.00
Wisconsin Central 45.00
Wisconsin Central Photo Archive 27.00
Winston Salem 22.50
Yellowstone Branch of the UP RR 18.00

RON'S COLLECTOR'S CORNER

Alliance & Everywhere West S/C (Kistler) . 40.00
American Loco Engineering (Weissenborn) 75.00
Birney Car (Cox) 45.00
Diesels from Eddystone - Baldwin Loco Works..30.00
Early Electric Cars of Philadelphia 1885-1911 40.00
50 Best of the B&O Vol 1,2,3,4 or 5 ... ea 35.00
50 Best of the NYC Vol 1,2, or 3 ..... ea 45.00
50 Best of the PRR Vol 1 or Vol 3..... ea 45.00
Ithaca Street Railways..... 25.00
Locomotives & Cars Since 1900..... 35.00
Montana's Trolleys Vol 1,2, or 3..... ea 50.00
New England Alcos in Twilight (Hartley) .. 25.00
New York State Railways (King) 35.00
Pennsylvania Reading Seashore Lines (Cramer) 45.00
Rochester, Rockport & Buffalo RR (Gordon)... 40.00
Sacramento Northern Album ???? (Swett) 50.00
Steam in the Alleghanies -W. Maryland... 25.00
Steam on the Anthracite Roads..... 25.00
Trolley Sparks #95 Washington State ... 150.00
Trolley Sparks #99 Smaller Elect Rys of IL . 100.00
Western Steam Spectacular 25.00

Send $2.00 for latest list of books and videos. List no charge with purchase. All orders must be paid in U.S. funds. NY residents please add correct sales tax. Print your name, address and phone number. Credit card users add card number and expiration date. allow 4 weeks for delivery. For delivery outside of USA please add $4.00 per book or tape. Make checks payable to Ron's Books. Only inquiries which include a SASE will be answered. Prices subject to change.

WE BUY COLLECTIONS

GET FREE SHIPPING From MARK I VIDEO!

THE OFFICIAL C&O 614 SOUVENIR VIDEOTAPES

C&O 614: RETURN OF A THOROUGHBRED 2 1/2 Hrs. † $39.95
This Official Video features superb runbys, plus awesome helicopter views, cab ride and spectacular *ChoochCam* sequences! Includes history of C&O 4-8-4s. One of the best steam videos ever!

C&O 614: WINTER COAL TRAINS 60 Min. * $29.95
614 battles sub-zero weather in regular coal train service on Chessie System in 1985. Includes full story of ACE 3000 project. Beautiful color winter scenes with huge smoke plumes!

C&O 614: CHESSIE SAFETY EXPRESS 60 Min. * $29.95
Complete coverage of 1980-81 excursion season. Sand Patch, 17-Mile Grade, New River gorge, cab ride. Multi-camera coverage.

ALCOS, IRON ORE AND MORE! 60 Min. *† $29.95
Jim Boyd hunts rare diesels in Michigan! CNW C628s, RS32s; LS&I Alligators; E&LS Baldwins; GB&W RS11 are featured.

CIRCUS TRAIN 60 Min. *† $29.95
C&NW 4-6-0 and "executive" F-units pull colorful Circus World Museum train from Baraboo to Milwaukee. Includes circus train history.

CLOSE UP: 3985 60 Min. † $29.95
Exciting program on UP 4-6-6-4 has great *ChoochCam* scenes, cab ride, pacing, night action, superb stereo soundtrack! A true classic.

DOUBLEHEADER! 60 Min. *† $29.95
Recently retired PRR 4-4-2 7002 and 1223 on three mainline excursions. High-speed runbys, great trackside scenes, pacing action.

ERIE STEAM 45 Min. Each Vol. Each $27.95
Volume 1 has commuter trains, Jersey City terminal action. Volume II has larger power, Main Line action to Pt. Jervis. Both programs feature rare archive film with narration and great synchronized sound.

FT-103 2 Hours $39.95
Definitive history of Electro-Motive first-generation diesels, restoration of original FT unit, EMD Open House. Includes extremely rare film footage of early EMD units, including original *Zephyr* trainsets.

JERSEY DIESELS: THE U BOATS 2 Hours $39.95
Definitive history of classic NJ Transit GE U34CHs. Includes archive film of Erie and DL&W steam and diesel predecessors, cab rides, line tours, plus night action, *ChoochCam*, farewell trip and locomotive montage.

K-4! PRR 1361 RESTORATION/OPERATION 60 Min. $29.95
Great program on PRR 4-6-2 1361 features history of K-4s, behind scenes coverage of restoration, first fire up and inaugural trip.

NEW! SUMMER STEAM SPECTACULAR 2-VOLUME SET!

VOLUME I: THE FABULOUS 4-8-4s 2 Hours *† $39.95
Four great 4-8-4s on one super tape! Summer '97 action includes SP *Daylight* 4449 on Stampede Pass, UP 844 3-day run through Royal Gorge (5 crews), Milwaukee 261 run to Galesburg RR Days, and C&O 614 on hi-speed Hoboken - Pt. Jervis runs with chopper shots!

VOLUME II: A FESTIVAL OF STEAM 90 Min. * $34.95
Summer '97 action includes Maine Narrow Gauge and Edaville 2-foot action, Western Maryland Scenic RR charter coal train, Ohio Central railfan weekend, Cass railfan weekend, CATS Rotary OY and *Eureka*, Nevada Northern, Heber Valley.

MASSACHUSETTS' MAINE ATTRACTION 60 Min. * $29.95
Complete history of the Maine two-footers and Edaville Railroad. Has vintage B&HR and SR&RL scenes, plus modern-day activities.

MEMORIES OF BURLINGTON DIESELS 30 Min. $24.95
Exciting action on Chicago - Galesburg Main Line features early *Zephyrs*, first-generation EMD units, many name trains!

MEMORIES OF CNJ, B&O, READING - I 30 Min. $24.95
CNJ Terminal with steam and diesel, Communipaw, Newark Bay Draw, Train Masters, Baldwins, other rare diesel power. Great sync sound!

MEMORIES OF CNJ, B&O READING - II 30 Min. $24.95
Bound Brook action in early sixties by Tom Nemeth. Alco, Baldwin, EMD, F-M diesels. Freight and passenger action plus fantrip steam.

MEMORIES OF ERIE DIESELS 30 Min. $24.95
Includes Jersey City - Starrucca mainline, NJ&NY commuter action. ferry ride. Features first-generation Alco and EMD diesel power.

MEMORIES OF LACKAWANNA DIESELS 30 Min. $24.95
Has passenger and freight action on Hoboken-Scranton Main Line and Boonton line, DL&W ferry ride across Hudson River. Sync sound.

MEMORIES OF THE NEW HAVEN 30 Min. $24.95
Includes tour of Main Line, Bay Ridge freight action, cabride over Hell Gate Bridge. Wide variety of diesel and electric power includes F-Ms and Alcos. Fully-synchronized soundtrack, maps, and graphics.

MEMORIES OF LEHIGH VALLEY - I 30 Min. $24.95
First-generation diesels in freight and passenger action on east end of LV. Includes LV trains pulled by GG-1s and engine change to PAs.

MEMORIES OF LEHIGH VALLEY - II 30 Min. $24.95
Main Line freight action, Bound Brook - Manchester with extended sequences in Sayre area. Has rare steam footage from 1940.

NEW! MORE GREAT LEHIGH VALLEY VIDEOS

MEMORIES OF THE LEHIGH VALLEY - III 30 Min. $24.95
Has NY Harbor scenes, PAs at Allentown, steam action including 1946 Santa train and cab rides, Coxton yard action, plus testing Turkish 2-10-0s on LV! Also includes Buffalo coal loader, steam snow plow.

MEMORIES OF THE LEHIGH VALLEY - IV 30 Min. $24.95
Colorful Alco, GE, EMD, and Baldwin diesels at such scenic locations as Easton, Lehigh Gap, Mauch Chunk, Sayre, Geneva and Victor. Superb soundtrack! High-quality full-color film.

MEMORIES OF STEAM IN NEW ENGLAND 30 Min. $24.95
Rare archive film of Maine Central, New Haven, and Central Vermont steam locomotives. Includes NH streamlined *Shoreliner* 4-6-4s!

MEMORIES OF STEAM IN THE NORTHEAST 30 Min. $24.95
Vintage steam scenes include LV, RDG, CNJ, DL&W, ERIE, D&H, B&M, power, plus rare shortline steam in Pennsylvania. Sync sound.

MEMORIES OF THE WESTERN MARYLAND 30 Min. $24.95
Steam and diesel action features 2-8-0s, 2-10-0s, Challengers, and great F-unit lashups in full color. Super steam and EMD 567 sound!

NEW! MEMORIES OF THE ERIE LACKAWANNA

VOLUME I: HOBOKEN TERMINAL TO ARDEN 30 Min. $24.95
Erie and E-L trains in action on NY Division between Hoboken, NJ and Arden, NY. Locations include Hoboken Terminal, Croxton, Passaic Jct., Waldwick Yard, plus running through streets of Passaic.

VOLUME II: MOODNA VIADUCT TO BINGHAMTON 30 Min. $24.95
Freight and psgr. trains at Moodna, Black Rock Cut, Shin Hollow, Port Jervis, Hawk's Nest, Mil1 Rift, Shohola, Pond Eddy. Classic E-L power includes 5-unit RS3 lashupes!

VOLUME III: A SCRANTON DIVISION SCRAPBOOK 30 Min. $24.95
Trains in action between Orange, NJ and New Milford, PA. Locations include Water Gap, E. Stroudsburg, Pocono Summit, Nay Aug, Scranton, Factoryville Tunnel, Tunkhannock Viaduct.

THE MIDLAND AND TWO CENTRALS 40 Min. * 24.95
Film by John Swajkart includes NYC, IC, C&IM, and B&O steam power in action in the mid-fifties. Great color and sound!

THE NEW YORK & LONG BRANCH 60 Min. $29.95
History of NY&LB with color scenes of PRR K-4s, GG-1s, Sharks, PAs, etc. plus operation under PC and NJ Transit. Maps, narration.

NEW YORK CENTRAL STEAM SHOWCASE 30 Min. $24.95
Many classes of power! Locations include Main Line, plus Kingston Branch, Chicago, St. Louis, Kankakee, Syracuse. Maps, sync sound.

NEW YORK CENTRAL: ALONG THE HUDSON 30.Min. $24.95
Great archive film program features scenic West Shore Line and Hudson Division with classic first-generation diesels.

PENNSY STEAM 30 Min. $24.95
Full-color archive footage features famed T-1 4-4-4-4s in action, plus many other classes of PRR steam locomotives. Amazingly realistic synchronized sound, maps, graphics. A must for Pennsy fans!

THE PHOEBE SNOW 45 Min. $27.95
Includes history of famed DL&W passenger train, great full-color main line action scenes, even some steam! Includes maps, narration.

PRIDE OF ALTOONA: PRR 1361 60 Min. † $29.95
The legendary K-4 in exquisite trackside end pacing sequences, plus In-cab views. Great fall foliage! Filmed on Nittany & Bald Eagle Railroad Includes brief history of K-4s class. Stereo soundtrack.

MAIN LINE ELECTRICS

ACTION UNDER THE WIRES 60 Min. $29.95
Full-color archive film features GG-1s and other electrics in action on Main Line, Port Deposit line, NY&LB, more! Maps, sync sound.

LACKAWANNA LEGACY 60 Min.*† $29.95
Nostalgic look at DL&W electric MUs has detailed historical background, complete tour of system, last day of operation.

THE MAGNIFICENT GG-1 60 Min. $29.95
This fine documentary covers development of GG-1 and has tour of NY to Philadelphia Main Line. Many different paint schemes. Great action!

RAILFANNING THE SILVERTON 2 Hours *† $39.95
Jim Boyd's tribute to D&SNG features complete railfanning and photo strategies, maps, plus archive Silverton scenes. Includes freight scenes.

RAILS TO ROANOKE 90 Min. *† $34.95
Memorable coverage of 1987 NRHS Convention with N&W 611 and 1218. Double-train runbys, 1218 on 4 freight trains, more!

RIO GRANDE ROTARY SPECTACULAR 90 Min. *† $29.95
Compelling full-color imagery of Rotary OY and 3 D&RGW 2-8-2s clearing snow on CATS. Four days of action, 3 camera crews!

ROARIN' RUNBYS 60 Min. † $29.95
Enjoy contemporary steam from coast to coast! Over 30 locomotives in the most dramatic runby sequences from the extensive Mark I Video collection. Stereo Sound. Exquisite Betacam scenes by Marc S. Balkin.

SANTA FE 3751: THE CALIFORNIA LIMITED 90 Min.* † $34.95
Inaugural excursion coverage includes assaults on Cajon and Tehachapi. 10 camera crews. Beautiful color, stereo sound.

THE SCHUYLKILL SHIFTER 60 Min. *† $29.95
Reading 2102 pulls BM&R coal trains. Unusual freight-only action with hooter whistle, plus vintage film of T-1s. A real time warp!

ST. LOUIS STEAM SPECTACULAR 2 Hours $39.95
Official Video of 1990 NRHS Convention has multi-camera coverage of all ferry runs, excursions, *ChoochCam* action, plus cab rides.

STEAMFEST: SP 4449 AND SP&S 700 2 Hours † $39.95
See SP 4449, SP&S 700, and GW 51 in action on Washington Central, plus Yakima trolleys Includes runbys, *ChoochCams*, cab rides, pacing!

STEAMTOWN: HISTORY AND OPERATION 60 Min.* † $29.95
From Bellows Falls to Scranton, here's the history of Steamtown. Many different steam locos at both sites shown. Night action too!

SUPER SLIPS AND START-UPS 60 Min. † $29.95
Spectacular full-throttle start-ups and driver-slipping sequences features towering exhaust plumes, great stack talk! Superb color Betacam . videography with stereo sound. From the camera of Marc S. Balkin.

SUSQUEHANNA SPECTACULAR 1 Hr. 50 Min. *† $39.95
Acclaimed documentary traces growth of NYS&W from shortline to stack packs! Rare vintage film and contemporary action.

SUSQUEHANNA STEAM EXPRESS 80 Min.* † $29.95
Story of NYS&W 2-8-2 142 has history of Chinese steam and SY Class, Valley Railroad service, excursions in New Jersey, more!

*Narrated by Jim Boyd † Stereo Soundtrack

NOSTALGIC TROLLEY TOURS
30 Min. Each - $24.95

TROLLEY TOUR 1 .....NEW YORK AND NEW ENGLAND
Has Southern NY Ry., JW&NW, Springfield Terminal, plus Albany, Schenectady, Providence, New Bedford, and Boston trolley systems.

TROLLEY TOUR 2 .....SOUTHERN STATES, VOLUME I
Has Shore Fast Line, W&OD, P&N, H&F, plus Atlantic City, Savannah, Lynchburg, Roanoke, Norfolk, and DC Transit. Very rare footage.

TROLLEY TOUR 3 .....THE CONNECTICUT COMPANY
See ConnCo lines in New Haven area, open cars to Yale Bowl, plus trolleys in Holyoke and Springfield, MA.

TROLLEY TOUR 4 .....THE MIDWEST, VOLUME I
Cincinnati & Lake Erie; Stark Electric Ry.; Youngstown & Southern Ry.; Cincinnati Traction Co.; Mount Adams Incline; Cleveland Railway Co.; Shaker Heights Rapid Transit; Columbus Ry. Co.; Dayton City Ry.; Detroit Dept. of Street Rys.; St. Louis Public Service

TROLLEY TOUR 5 .....SOUTHERN STATES, VOLUME II
In-depth coverage of Hagerstown & Frederick plus Baltimore & Annapolis hi-speed line. Also features rare film of Knoxville Transit lines.

TROLLEY TOUR 6 .....IOWA INTERURBANS, VOLUME I
Extended full-color coverage of Waterloo, Cedar Falls & Northern; Cedar Rapids & Iowa City. See freight and passenger aciton on both lines.

TROLLEY TOUR 7 .....IOWA INTERURBANS, VOIUME II
Trolleys on Des Moines City Railway, plus interurban lines Southern Iowa Railway; Iowa Terminal Railway; Des Moines & Central Iowa Ry; Fort Dodge, Des Moines Southern Ry

TROLLEY TOUR 8 .....PENNSYLVANIA VOLUME I
Very rare footage of Altoona & Logan Valley; Conestoga Traction Co.; Hershey Transit Co.; Reading Transit & Light Co.; York Railways; plus Philadelphia trolleys (Includes Birneys and snow sweepers).

TROLLEY TOUR 9 .....PENNSYLVANIA VOLUME II
Lackawanna & Wyoming Valley (Laurel Line) coverage includes freight and passenger action plus Scranton Ry. Co.; Wilkes-Barre Ry. Co. trolleys.

TROLLEY TOUR 10 .....PUBLIC SERVICE COORDINATED TRANSPORT
Has rare footage of Hoboken Trolley elevated line, Union and Essex County lines, plus vintage trolley subway scenes.

ORDERING INFORMATION:
SPECIAL FREE SHIPPING OFFER ENDS 4-15-98. Visa, Mastercard, Check, Money Order. NJ residents add 6% sales tax to cost of tapes. **SPECIAL!** Order 2 tapes, deduct 5% from cost of tapes. Order 3 or more tapes, deduct 10%!

MARK I VIDEO

Toll Free Order Hotline
1-800-66-MARK 1

P.O. Box 404 • New Milford, NJ 07646 • 1-201-261-8444